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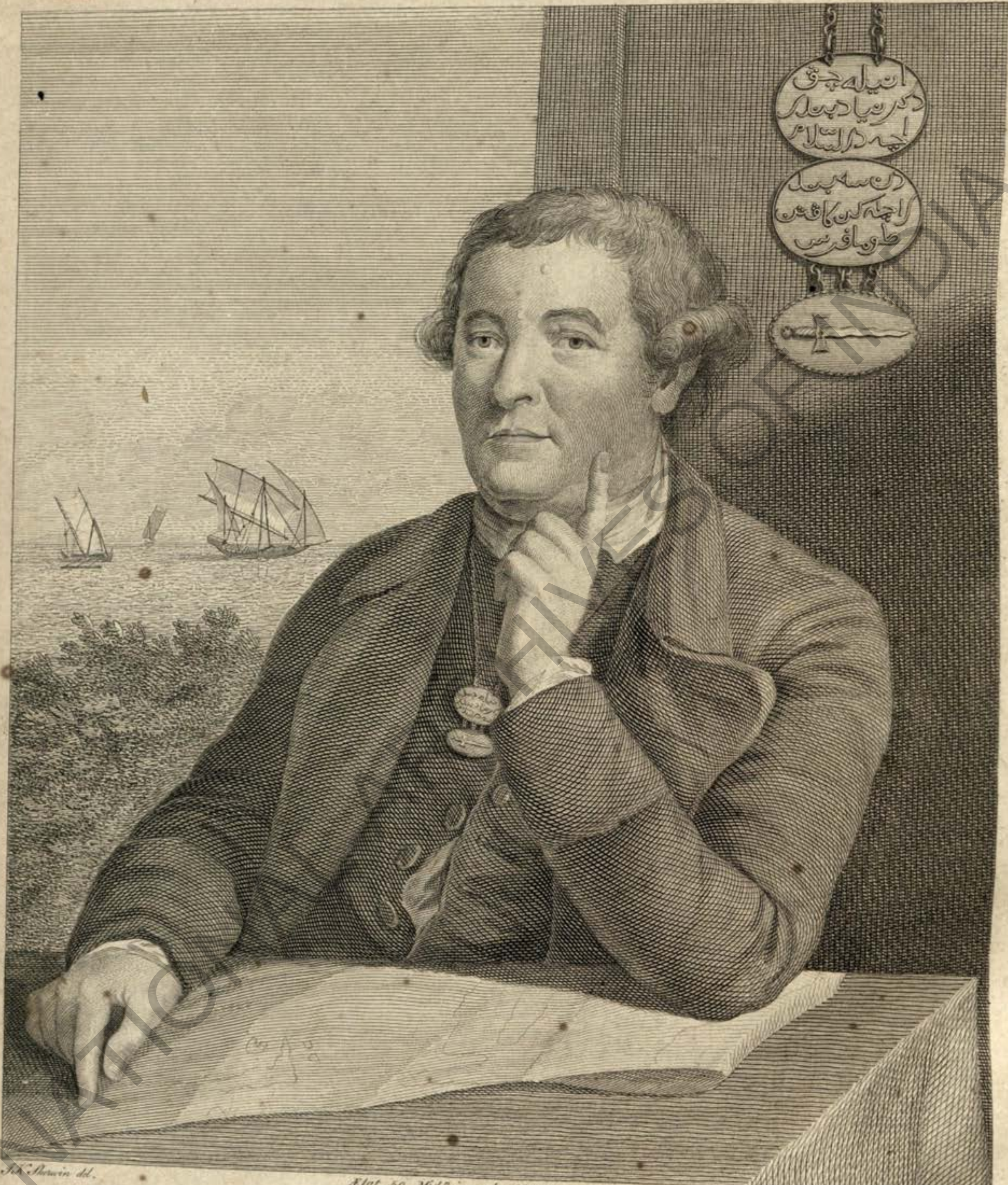

CAPTᴺ. THOˢ. FORREST

Orancayo of the Golden Sword

This Chapp was conferred as a mark of honor *in the City of Atchem belonging to the Faithfull*
by the hands of the Shabander (Officer *of State) of Atchem on Captⁿ Thoˢ Forrest.*

Gower Street 8th Feby 1790. Translated by Willᵐ Marsden.

Published by the Author as the Act directs. Janʸ 30th 1779.

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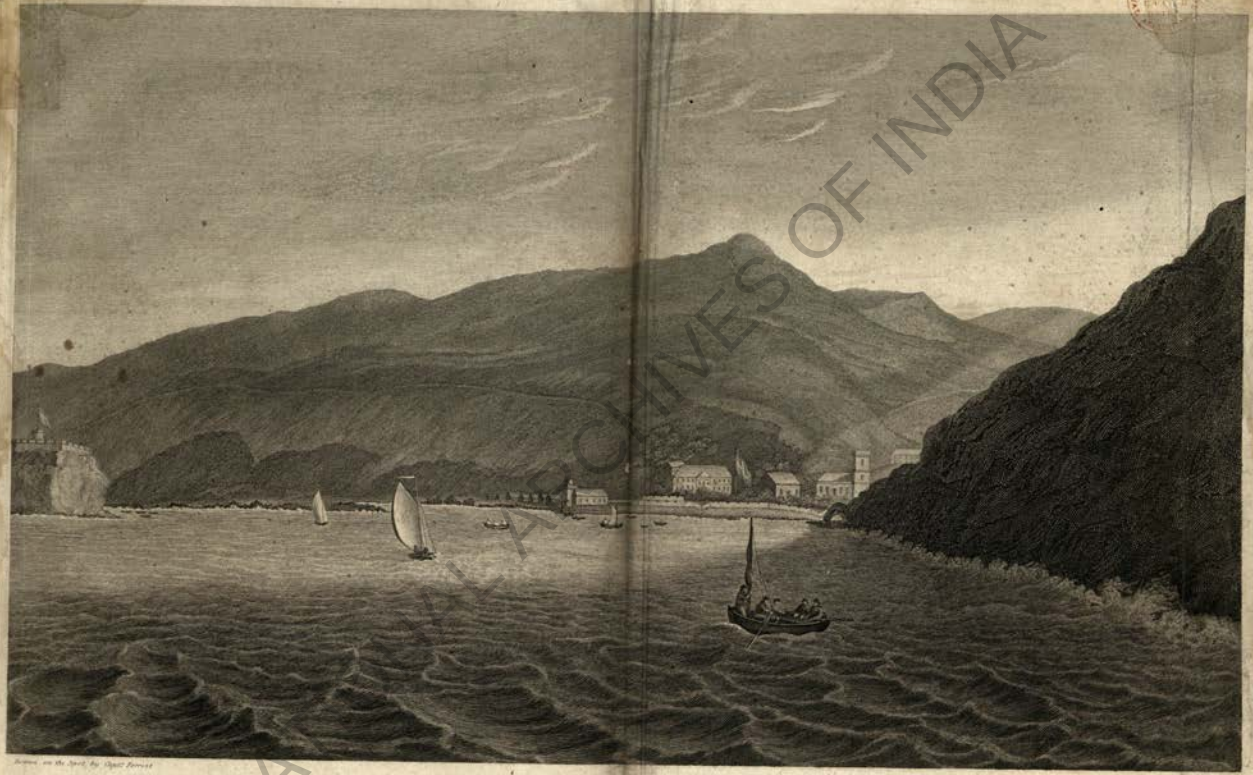

Drawn on the Spot by Capt. Forrest

Engraved by J. Caldwell

VIEW OF St. HELLENA FROM THE ROAD.

Published Feb. 1st 1792 by Capt. T. Forrest

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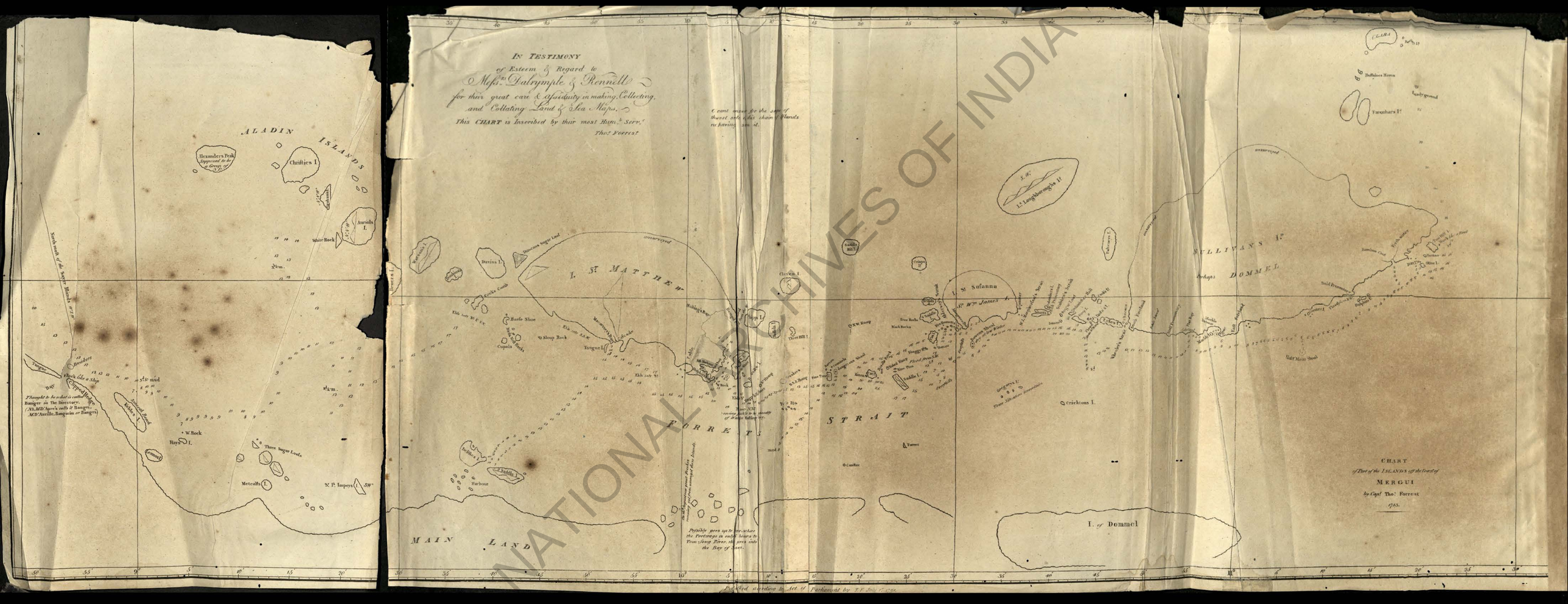

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A

VOYAGE FROM CALCUTTA

TO THE

MERGUI ARCHIPELAGO,

LYING ON THE EAST SIDE OF THE BAY OF BENGAL;

Deſcribing a Chain of Iſlands, never before ſurveyed, that form a Strait on that Side of the Bay, 125 Miles in Length, and from 20 to 30 Miles in Breadth; with good Mud Soundings and regular Tides throughout: which Strait lying nearly North and South, any Ship may work up againſt the South-Weſt Monſoon, and ſo get out of the Bay of Bengal, when otherwiſe, ſhe might be locked up for the Seaſon.

ALSO,

An Account of the Iſlands Jan Sylan, Pulo Pinang, and the Port of Queda; the preſent State of Atcheen; and Directions for Sailing thence to Fort Marlbro' down the South-Weſt Coaſt of Sumatra:

TO WHICH ARE ADDED,

An Account of the Iſland Celebes; a Treatiſe on the Monſoons in India; a Propoſal for making Ships and Veſſels more convenient for the Accommodation of Paſſengers; and Thoughts on a new Mode of preſerving Ship Proviſion:

Alſo, An Idea of making a Map of the World on a large Scale:

38417

BY

THOMAS FORREST, Esq.

SENIOR CAPTAIN OF THE HONOURABLE COMPANY's MARINE AT FORT MARLBRO' IN 1770, AND AUTHOR OF THE VOYAGE TO NEW GUINEA.

The whole illuſtrated with various Maps, and Views of Land; a Print of the Author's Reception by the King of Atcheen; and a View of St. Helena from the Road. Engraved by Mr. Caldwall.

Narrow Seas and Fatigue make Seamen, and dealing in bulky Articles increaſes their Number.

ANON.

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TO THE HONOURABLE

The COURT of DIRECTORS

OF THE

UNITED EAST-INDIA COMPANY,

In JANUARY 1792,

JOHN SMITH BURGESS, Esq. being Chairman,
FRANCIS BARING, Esq. Deputy;

DIRECTORS,

WILLIAM BENSLEY, Esq.
JACOB BOSANQUET, Esq.
THOMAS CHEAP, Esq.
LIONEL DARELL, Esq.
The Hon. WILLIAM ELPHINSTONE
SIMON FRASER, Esq.
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GEORGE TATEM, Esq.
ROBERT THORNTON, Esq.
JOHN TOWNSON, Esq.
JOHN TRAVERS, Esq.
STEPHEN WILLIAMS, Esq.

The following Sheets are respectfully dedicated by

Their faithful and most obedient humble Servant,

THOMAS FORREST,

Senior Naval Captain.

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PREFACE.

THE great convulſions and changes that have happened in the government of three quarters of the globe within not many years, *Aſia*, *America*, and *Europe*, afford choice of conjecture to the contemplative mind *what will happen next.* A very diſtant country, held in ſubjection by the ſword, is a new feature in the annals of England; but, as we have paſſed the Rubicon, it muſt be held by the ſword; there is no alternative; we have gone too far to recede: however, in the long run, it may corrupt our manners.

A mild government, a bleſſing *India* never enjoyed, at leaſt under its *Mahometan* governors, may make it proſper, and it is to be hoped it will proſper *now* more, perhaps, than during any former æra of her exiſtence; and as great part of *Indoſtan* is come under the foſtering hand of *Great Britain*, there is no doubt but ſhe will incline *there* to cheriſh the welfare of her new ſubjects, to introduce amongſt them the comforts and conveniencies of life, to preſerve peace among the diſcordant and ambitious, and make the Hindoos admire and revere our equitable form of government, that interferes not with their religious modes of worſhip; the rock on which the *Portugueſe*, the firſt *European* conquerors of *India*, were ſhipwrecked. Something different from the *Mahometan* conquerors, who, although they avoided what was greatly fatal to the *Portugueſe*, equalled, if not ſurpaſſed them in the deceitful purſuits of ambitious conqueſt. Happy will it be for *Great Britain* if ſhe knows where to ſtop, to be content with what ſhe has got, and make thoſe who have cauſed this preſent diſtreſſing war pay the expence from the revenues of their reſpective domains, and give us commercial advantages in uſing Britiſh manufactures, which may ſoften the rigour of immediate exactions, peculiarly hurtful to a ravaged country.

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Since writing the following pages, I have learnt that the East-India Company have reſolved to import ſugar from their eaſtern poſſeſſions; a reſolution of great wiſdom, ſound policy, and benevolence, as *Bengal* can produce any quantity of that neceſſary luxury. The ſtrong connection ſugar has with tea makes the keeping down its price of the utmoſt conſequence to our *China* trade, and the misfortunes of *St. Domingo* throw out of the *European* market an immenſe quantity, which muſt be got ſomewhere, or the riſe of its price, already bearing hard on the middling community, will be immenſe.

The ultimate advantage in ſuch an undertaking will depend on the low price ſugar can be afforded at in *Bengal*; and here I muſt obſerve, that as ſugar-making there, is carried on by a free people, where rice, their bread, is immenſely cheap, where rich lands, long fecundated by the ſlime of the *Ganges*, the *Aſiatic Nile*, may be had for taking up, ſugar may be made at a very low price indeed.

Many of theſe lands, what is called the *Sundra bunds*, and others at the mouths of the *Ganges*, if we may believe the hiſtory of *Bengal*, were formerly well inhabited, but lying very convenient for invaſion during the fine months of January and February, were much plundered and depopulated, when protection was neglected or withheld, by invaders from *Arracan*, called *Mug*, and other piratical people on the eaſt ſide of the Bay of *Bengal*. There is no doubt but many of theſe lands may, by encouragement, be again brought into cultivation, and produce rich crops of rice, ſugar, &c.

The lands at the mouths of that great river certainly riſe (although inſenſibly) every year, by the ſlime of the *Ganges*. I remember in 1784, or 5, in cleanſing and deepening the great reſervoir at *Calcutta*, trees were found ſeveral feet under the bottom: this could only happen from a general riſe of ſoil in a country that is naturally flat.

In *Bengal*, where the inhabitants are not only protected in their property, but encouraged to early matrimony, and following their induſtrious occupations, to which, by prejudice and education, they happily have a natural turn, the field to act on is immenſe; and

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if followed up, *Bengal* could not only ſupply herſelf and great part of *Aſia*, which ſhe has always done, but all *Europe*, with ſugar made by free men.

The price of ſugar in *Calcutta* was, not many years ago, 7 current rupees (14 ſhillings), for a factory maund of two thirds of a hundred weight, or 21 ſhillings for one hundred weight, or 2 pence farthing per pound *. The price of Dutch powdered ſugar at *Batavia* I have known much cheaper, where it is made by freemen, generally *Chineſe*: much of it goes to *Holland*. We have cultivated ſugar at *Bencoolen*, and I believe do ſo now; but it would ſeem cultivating it by Company's ſlaves, and the high price of ~~ſugar~~ has prevented the ſcheme from anſwering. The *Malays* are a lazy, indolent race of people; the pepper they plant on *Sumatra* is all by compulſion, for which the planter ultimately thanks the Company when he finds his hoard of dollars greater than that of his leſs induſtrious neighbour: but to return to *Bengal*.

James Chriſtie, Eſq. of *Apole* †, a great ſugar planter and rum-maker, who, by his benevolence and mild management, has erected villages on his eſtate, told me, about five years ago, that he wiſhed for and expected ſome ſuch permiſſion as has been granted; and ſaid further, that tobacco might be cultivated in *Bengal*, and anſwer the Company's ſending home. Connoiſſeurs in *Rappee* have all heard of *Mazulipatnam* ſnuff, from which it would appear *Eaſt-India* tobacco made into ſnuff has a peculiarly agreeable flavour.

The many views of land on the *Mergui Archipelago* may give the reader ſome idea of the nature of theſe iſlands: being under the regular change of the monſoons, they are not ſubject to hurricanes, as our iſlands are in the *Weſt-Indies*.

St. Matthew, *Suſannah*, *Dommell*, *Lord Loughborough*, *&c.* Iſlands ſeem, from their pleaſant appearance, to invite cultivation; they

* There is great demand at *Turon*, in *Cochin China*, for the muſlins and cottons of *Bengal*, and there ſugar is exceedingly cheap. *Turon* is an excellent harbour, at the mouth of a ſpacious river. A factory there might anſwer. See Poivre's Travels of a Philoſopher.

† Mr. Criſtie pays the Company a thouſand Sicca rupees a year for a tract of land which he has peopled without purchaſing a ſingle ſlave. Two hundred weight make three factory maunds.

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greatly reſemble the iſland *Sooloo* (that Paradiſe for fruits), lying eaſt of *Borneo*, not only in ſize, but pictureſque appearance.

Theſe iſlands are covered with many tall trees; their ſhores breed immenſe quantities of fiſh and oyſters, and ſeem to be in a ſtate of nature; they are fit to produce all tropical fruits, ſugar, &c. &c. They merit being ſettled by us before unexpected gueſts take poſſeſſion, and cauſe diſputes. I did all I could: I hoiſted on *St. Matthew* in *Fiſh Bay*, and left flying, a Britiſh flag.

What I have ſaid of the Iſland *Celebes* may be new to many; in ſize it reſembles *Great Britain*; in population better than one half. The *Dutch*, who know moſt of it, wiſely keep their knowledge to themſelves. The *Buggeſſes* ſeem to be much more liberal minded than any of their *Malay* neighbours: the *Mindanos* come next to them for openneſs of character.

Teroway, the *Buggeſs* chieftain, mentioned in the following pages, ſeemed to be a conſummate politician; and whilſt he amuſed and pleaſed Mr. Coles, by liſtening attentively to his ſtories of *Europe* (for Mr. Coles ſpoke elegant *Malay*), he undermined, and in a few days overthrew the *Malay* Sultan's government. Teroway did not wait, as William did of old, until James withdrew, but told the Sultan he muſt depart, and leave the government of *Paſſir* to thoſe who better deſerved it, by having always preſerved its freedom from *Dutch* influence; and, to his credit, Teroway effected the revolution without the leaſt bloodſhed, or violation of property, that I ever heard of.

The ſeven different governments on *Celebes*, reckoning the *Dutch* one, put one in mind of the *Engliſh heptarchy* of old. Whatever nation takes the *Buggeſſes* by the hand, may lead them again to cut a figure in eaſtern *India*, which it is ſaid their anceſtors did, ſome centuries ago, under the kings of *Goa*. The *Buggeſs* flag is generally blue, with deviations according to what diſtrict it belongs.

I forgot to mention, that at *Queda* I ſaw the exertion of an aquatic manœuvre, never uſed, I believe, but by *Chineſe*. The annual *Chineſe* junk had got aground on the left hand ſide of the river looking up, and it was found neceſſary to carry out an anchor to get her off. There was ſo much freſh in the river at the time, that

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that the tide ran ſtrong down even at high water. A wooden anchor, the bills of the flukes ſhod with iron, and the ſhank above 30 feet long, was put into a kind of punt, about 24 feet long; the flukes hanging over the ſtarboard bow of this boat, whilſt the horizontal ſtock of the anchor lay level over the larboard quarter. Eight men were in this boat, four of them provided with large handſpikes; the other four managed a long oar, like a ſcull, at the ſtern, that hung and turned upon a ſtrong pivot, or iron ſemiglobe, fixed in the middle of the ſtern, which went into an iron ſocket in the ſcull. The exertions of theſe four men were very violent for about a minute, in which time they effected their purpoſe of being able to drop the anchor a little above the junk in deep water: they ſeemed to make the ſcull vibrate like the tail of a fiſh, on which principle it certainly acts: no number of oars could have done what they did.

The *Chineſe* work veſſels of above 200 tons in this manner; many more than four men at a ſcull, and with ſeveral ſculls: the ſcull ſeems to be abſolutely neceſſary in the narrow canals of *Canton*, where oars cannot be uſed. The Engliſh ſailors give the name of *Tom againſt tide* to the tea lighters that go from *Canton* to *Wampo*: they ſeldom drop along-ſide of their reſpective ſhip, but ſcull up againſt the current of the tide, as being the ſafeſt way. Such an improvement as the *Chineſe* ſcull introduced amongſt revenue cutters, not too much bound up with wood and iron, but like the Fly ketch, would greatly help to ſuppreſs ſmuggling, whilſt an act of parliament ſhould prevent the ſame being uſed by any other veſſels, except pleaſure-boats, and that by ſpecial licenſe. What I have ſaid of the *Chineſe* ſcull and winding-up boom of the ſail of the *Buggeſs* paduakan and *Atcheen* kolay, are ſubjects worthy of diſcuſſion by the ſociety for naval architecture, where there are many able judges of theſe and other naval matters.

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ERRATA.

Page 42, *for* Japan wood *read* Sapan wood.
53, *for* mape monde *read* map of the world.
135, *for* when Mr. Hughes *read* before Admiral Sir Edward Hughes.

DIRECTIONS FOR THE BINDER.

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Six long Views of the Mergui Archipelago at the End.

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INTRODUCTION.

WHEN we conſider of what importance our poſſeſſions in India are now become to the Britiſh nation, every thing connected therewith, either in a commercial or political light, has a title to public attention.

The following is a ſhort account of a chain of iſlands that lie on the eaſt ſide of the Bay of Bengal, which might, to this hour, have been as little known as they were many years ago, if, when I ſet out from Calcutta in June 1783, to ſurvey the Andeman Iſlands, I had not fallen to leeward of them.

Theſe iſlands, known generally by the name of the Mergui Iſlands, or the Mergui Archipelago, I unawares and unexpectedly fell upon; and though I had often ſeen many of them in running up the Bay of Bengal, I had no idea of their lying in that regular order in which I found them, forming a connected barrier againſt the ſouth weſt monſoon, for a length of a hundred and thirty-five miles from north to ſouth, with a ſtrait between them and the main land, from thirty to fifteen miles broad; and good anchorage, good ſoundings, and regular tides, all the way.

Through this ſtrait a veſſel may tide it up from the iſland Clara lying in 11° 15′ (which may be conſidered as the key to it, entering from the Bay of Bengal) to the Aladine Iſlands, in 9° north latitude; whence, with a ſpirt of wind, which in July and Auguſt

often

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often hangs to the northward of weſt, ſhe may get on, round Atcheen Head *, and ſo proceed to Europe; thus eſcaping being embayed, as ſhips heretofore have often been, and obliged to loſe many months in conſequence of their being in a manner locked up in different harbours until the north-eaſt monſoon returned. The harbours they generally went to were Nigrais in Pegu, Syrian River in Pegu, and a harbour behind King's Iſland (nearly eaſt of Clara Iſland) in Mergui, a map of which harbour (much frequented by the French formerly) is publiſhed in the old India Directory by Thornton.

Was this chain of iſlands one continued iſland, it doubtleſs long before now would have attracted notice; but the maps extant having thrown down a parcel of iſlands at random, generally ſmall, and no ſoundings, the navigator, afraid, looks on them all with a ſuſpicious eye; and having no chart on which he can in the leaſt depend, chuſes to have nothing at all to ſay to them, and puts his ſhip's head another way.

The iſlands are generally divided by bold channels, and I am certain there are many more than what are repreſented in the map: ſome rocky iſlands, ſome hilly, ſome flat; but, in general, covered with trees on a good ſoil, in a climate always cool and favourable to vegetation; great plenty of fiſh; and the rocks which border the ſmaller iſlands are generally incruſted with a ſmall delicate oyſter, between high and low water mark, with which a boat preſently gets a loading: there are alſo larger oyſters found in the mud, at low water, and a particular clam ſort with red rows. The higheſt riſe of the tide is twelve foot on the ſprings; and the vicinity of the continent moderates the very freſh gales that prevail in

* Having fetched Atcheen Road, where the ſhip will meet with good refreſhment, ſhe can back and fill with the tide through the Surat paſſage, on the ſtarboard tack, anchor in a ſmooth road behind Slipper Rock, near Siddo Harbour, put off, and with the wind at W and NW get down the coaſt of Sumatra.—See the Voyage to N. Guinea.

the

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the Bay of Bengal during the ſouth-weſt monſoon, and which in one particular part of the bay, being checked by the high and extenſive mountain that lies in a north and ſouth direction the whole length of the great Andeman Iſland, blows with redoubled force a few leagues to leeward of that iſland, in very deceitful flurries and ſqualls, and then lulls for ten or twenty minutes, as I experienced frequently in this voyage, when, falling to leeward, I endeavoured in vain to work up.

The climate and ſoil being ſo good, I make no doubt but that many European vegetables and tropical fruits would grow in great abundance.

There are alſo ſeveral harbours and good roads for ſhipping. Haſtings Bay is land-locked, depth from eight to five fathoms, and very capacious. On the oppoſite coaſt is a river that is navigable for ſmall veſſels a little way up to the iſthmus of Kraw, where the porterage or carrying place is but ſix hours to another river called Tomfong, which, without falls or rapides, runs through a well inhabited country, ſubject to Siam, abounding in rice and cattle, into the bay of Siam, near the Larchin Iſlands (ſee the Directory). This account I had from Pee-peemont governor of Jan Sylan in 1784 (commonly called Junk Ceylon), for the king of Siam, and formerly governor of Kraw, when the country about Kraw was well inhabited, and the road acroſs the iſthmus much frequented, before the wars which, thirty years ago, between the Peguers and Birmahs or Burmahs, had greatly depopulated this quarter.

The French uſed to frequent King's Iſland near Mergui, and taught the natives how to build ſhips, not only there, but at Rangoon in Pegu alſo. Mergui has a good harbour; but a ſtrong hold there would not be ſo eligible as one at St. Matthew, for two reaſons: the firſt is, that the harbour behind King's Iſland is not in

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the track of ſhipping, being a good way to the eaſtward, and ſo far has the diſadvantage of being what the French call a *cul de ſac* in the ſouth weſt monſoon; a ſecond reaſon is, that the vicinity of the power of the continent, of which the ſettlement is ſuppoſed to be independent, might be irkſome, as there is no doubt of the vaſt power of the Birmahs, to whoſe armies a ſhort tranſit to King's Iſland would be nothing; but difficult to tranſport a force to St. Matthew, ſhould we think fit to oppoſe it with a ſingle frigate.

The immenſe riches of the continent of Pegu—whether in the neceſſaries of life, teak timber for ſhip building, bees wax, tin, dammer, earth oil for preſerving teak built ſhips, ſtick lack, ſhell lack, jars of all dimenſions, ſome of immenſe ſize, much ſought for all over India, rattans, and many other bulky commodities—are well known; without mentioning the more precious articles of gold, ſilver, and precious ſtones, eſpecially rubies. A ſmall traffic has always been carried on from Coromandel and Bengal to this country; but it might be greatly extended. The Engliſh, French, and Portugueſe are generally the carriers of coco-nuts from the Carnicobar Iſland to Pegu, of which I believe there never was a glut; ſo much is the coco-nut conſidered, almoſt as much as rice, a neceſſary of life in Pegu: and although the iſlands that produce them are much nearer Pegu than Coromandel, yet, not being a maritime people, they are ſupplied with what they cannot do without by ſtrangers. It is needleſs for me to ſay how far we ſhould lull the Peguers in their indolence, thereby increaſing our country ſhipping, and of courſe our Laſcars (Indian ſailors), a worthy ſet of people, who, as Seapoys, having often fought our battles with credit on ſhore, would, I dare ſay, from what I know of them, diſtinguiſh themſelves at ſea, when mixed with a ſmall proportion of Europeans.

The coco-nut (which the Peguers, Birmahs, and all the inhabitants

tants of the continent on this eaſt ſide of the Bay of Bengal are particularly fond of) does not thrive but near the ſea: the Mergui iſlands would produce millions of them. The nut, when ſweet, is uſed much in common cookery all over India; and, even when rancid, gives oil for various uſes, eſpecially in mixing with lime to put on ſhips bottoms, to exclude the worm. The rind or huſk makes good rope, called coir; and the palm wine, called at Madras toddy, if not uſed ſweet, makes excellent vinegar.

We, much to our credit, gave a bounty to ſhips to go to Greenland to catch whales, becauſe oil muſt be had for lamps as well as ſhips bottoms. The whale gives only oil and a little whalebone; the coco-nut gives oil and a moſt excellent rope. Were theſe iſlands colonized by Indians from the coaſt of Coromandel and Bengal, groves of coco-nuts would ſoon appear. Coromandel does not produce coco-nuts ſufficient for its own conſumption, perhaps at preſent leſs than formerly; and yet, during Mr. Saunders's government in 1754, I have known Chulia (Moors) veſſels carry coco-nuts from the Nicobar Iſlands to Madras, a diſtance of ſeven hundred miles. I fear univerſally the late depredations of war have much diminiſhed the number; for, to a hungry Seapoy, the coco-nut tree is both food and fuel *. The coir makes excellent rope; and, being elaſtic, gives ſo much play to a ſhip that rides hard at anchor, that, with a cable of one hundred and twenty fathoms, the ſhips retire or give way ſometimes half their length, when oppoſed to a heavy ſea, and inſtantly ſhoot ahead again; the coir cable, after being fine-drawn, recovering its ſize and ſpring. It is a uſual thing for valuable large ſhips that leave the Ganges in Auguſt and September, againſt the ſouth-weſt monſoon, to have a coir cable freſh made under the eye of the chief officer, for a ſtand-by. Hempen cables are ſtrong and ſtubborn, and ſhips often founder

* The heart of a coco-nut tree weighs from twenty to thirty pounds, and is as good as young cabbage.

that

that ride by them, becauſe nothing ſtretches or gives way; the coir yields and recovers.

I believe the Pegu government care little about theſe iſlands, and I dare ſay would not oppoſe our ſettling in them; nay, ſuch is the ignorance of theſe Aſiatics, from what I have heard, that, were we to ſay by an ambaſſador to Ava, the capital of Pegu—St. Matthew is uſeful to us on account of its harbour; let us poſſeſs it, and we will ſupply your country with coco-nuts, which our Indoſtan ſubjects will plant themſelves, and even carry them home to you, at the old price of ten rupees per hundred—were we to ſay ſo, I really believe they would gladly cloſe with our propoſal.

The Peguers conſume a deal of iron, not only in bars and bolts, but wrought up in all kinds of tools for ſhip-building, and all ſorts of common cutlery. They have built for Europeans many excellent ſhips, paid for in nothing but Indian or European merchandize. Our woollens find a good market, even ſold dear as they are at ſecond hand: the conſumption would be immenſe had we an agent at Ava.

In a country of ſuch great extent, and where mere territory is of little value, ſome parts are utterly neglected; but even this neglect has its advantages in a particular inſtance. A great way above Ava there is a tract of country lying between the kingdoms of Pegu and China: here an annual fair is held during the fine months of January and February; for the other ten months it is a deſert. This I learnt from a Monſieur Chapel at Calcutta, who had long reſided at Pegu; and ſhews great political wiſdom, as it prevents the poſſibility of diſputing about borders.

In Bengal they build ſhips, but they have no good timber. The teak comes moſtly from Pegu; ſome from Batavia and Bombay.

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A teak ſhip, oiled yearly with earth oil, will laſt againſt four oak ſhips. At Surat and Bombay they oil the inſide of their ſhips regularly when they come off a voyage.

In time of war, we certainly could have frigates built in Pegu, and paid for entirely in merchandize: the merchandize is ſold for teecalls, a round piece of ſilver, ſtamped, and weighing about one rupee and a quarter. The teecalls are of different fineneſs, and the ſtranger muſt employ a ſhroff. Theſe teecalls are forbid to be exported.

I have mentioned coir for cables: coir makes alſo ſmall cordage for running rigging; and it paſſes much freer through the blocks than hempen rope, which, if wet, grows hard, and does not run free, owing to the tar caſing it, by the heat of the climate; and the rope is ſtubborn, eſpecially after rain.

There is great choice of timber on theſe iſlands; poſſibly there is teak, but I did not find it. I found the Malay poon excellent for maſts; and ſaw many other tall and ſtately trees in the woods.

There are many beds of black ſlate and marble, much dammer, ſwallow (*biche de mer*), for the China market; and edible birds neſts, I am told, are found in plenty amongſt the Aladine Iſlands. There is every where much coral rock fit for burning into lime.

But it may be ſaid, "To what purpoſe trade in theſe bulky articles? There is no profit by dealing in coco-nuts, timber, ſlate, ſtone, and lime." Poſſibly our anceſtors ſaid ſo of coal. The Spaniards certainly argued thus when the precious metals were brought firſt from America to Europe, thinking themſelves happy in proportion to their value, combined with eaſy carriage; and

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and poſſibly, if it is true what is ſaid of the navigation laws they mean to make, they now ſee their miſtake.

It alſo may be ſaid, the Eaſt India country ſhips will not be able to ſave ſailing charges. Here I muſt obſerve that, in India, veſſels fitted out and ſailed by natives alone, ſail at a much leſs expence, even leſs than one half of what they do when fitted by Europeans, although ſailed by an Indian crew; ſuch is their frugal management: and, amongſt theſe iſlands, the Laſcars could nearly maintain themſelves with fiſhing, from inexhauſtible ſtores; and find many articles to fill up their veſſels, that Europeans would never think of; therefore, being encouraged, would much increaſe our Indian ſailors.

A fleet of ſhips can get from Haſtings Bay to Madras, when no ſhips can get to Madras from Trincomaly, in December: this is ſurely a great advantage. I conſider alſo St. Matthew as being healthier than Trincomaly; there being no very high mountains to ſtop the circulation of air, and cauſe violent heats, as I am told there often are found at Trincomaly.

As the weſt coaſt of the Bay of Bengal is inhoſpitable for ſhipping, there being no harbour for large ſhips, the oppoſite coaſt affords many excellent harbours, Arrakan, Chedùba, Nigrais, Sirian in Pegu, a harbour near Martavan, Tavay River, King's Iſland, ſeveral harbours in this archipelago not yet particularly ſurveyed, of which I conſider Haſtings Bay on St. Matthew as the capital one, Junk Ceylon, Telibone, Pulo Lada, and Pulo Pinang already ſettled.

The two coaſts differ alſo materially in many other reſpects. Coromandel has no ſoundings about thirty miles from the ſhore; this eaſt coaſt has ſoundings two degrees off. Coromandel is, comparatively

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tively ſpeaking, a clear country; this is covered with wood. Coromandel is often parched with heat, from winds blowing over burning ſands; this is always cool. On Coromandel the mouths of rivers are barred with ſand; here they are deep and muddy. Coromandel has often deſtructive gales; this, ſeldom any. Coromandel is like cultivated Europe; this, like wild America near the ſea: the firſt has no precious metals; the laſt produces gold, much ſilver, tin, wax, and precious ſtones, chiefly rubies, beſides many other articles already enumerated.

In another voyage I made through this ſtrait, in 1784, I had an opportunity of correcting the map made in the firſt; but being bound to Rhio in the ſtrait of Malacca, on particular buſineſs, I could not ſtay amongſt the iſlands ſo long as I wiſhed. In the two voyages through the ſtrait, I made about forty different views of land, which I hope will in a great meaſure direct the navigator through this pleaſant ſtrait, never before ſurveyed. It is about ſeven or eight hundred miles nearly E by S of Madras; leſs than a week's ſail, in the SW monſoon; and, in the NE monſoon, it may be fetched in fourteen days; becauſe, although the current ſets then to the ſouthward near the coaſt of Coromandel, near the eaſtern ſhore it ſets to the northward, by the body of water coming from the ſtrait of Malacca out of the China ſeas.

I have ſaid theſe iſlands can be colonized by natives of Indoſtan, whoſe diſcretion of character would be moſt likely to aſſimilate with the natives of the continent, and with whom in a ſhort time they certainly would have intercourſe. The unequivocal proofs we could give both to the courts of Ava and Siam, that we did not aim at any thing on the continent; the ſight of our force, in ſhips which might occaſionally touch at St. Matthew; and the favour we might obtain from both theſe courts, by offering mediation in their quarrels, which often happen, they having been at war about

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five years ago—would impreſs high ideas not only of our power, but moderation. The commercial advantages we might by our addreſs obtain from both theſe courts, and the conſequent increaſe of ſhipping, are ſurely objects of importance; beſides having a ſea-port equal to any in the world, within a week's ſail of Madras, in the vicinity of a country abounding with cattle and rice; and through that country, over the iſthmus of Kraw, a ſpeedy intercourſe between Bengal and China by letter, without going round the Malay peninſula, by the Malacca ſtrait.

A very ſenſible account of Pegu has lately been written by Mr. W. Hunter, who ſays, "Although the natives of Pegu may once have entertained prejudices to our diſadvantage, yet there is every reaſon to believe that ſuch an uniform moderation of conduct as has diſtinguiſhed the latter tranſactions of the Britiſh government with the natives of India, would ſoon remove them all. The preſent government of Pegu expreſs the higheſt reſpect for the Engliſh Eaſt India Company: and they gave an example of it in the treatment of the Succeſs Galley, the ſhip Mr. Hunter was in; which, becauſe ſhe was loaded on account of that company, enjoyed much greater indulgences than any other foreign veſſel that ever entered the port of Rangoon.

Here it is ſufficient to hint that a ſkilful management between the two nations that inhabit this country, the original Peguers and Birmahs, might make the nation that ſhould undertake the office of a mediator highly reſpected by both parties."

What Mr. Hunter ſays of the healthineſs of Pegu, even during the rains, I have heard aſſerted by many.

VOY-

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VOYAGE

FROM

BENGAL TO THE MERGUI ARCHIPELAGO,

IN THE

ESTHER BRIG.

Leave the Ganges—paſs the Preparis—ſaw Narcondam—ſaw the iſlands Torres—paſs to leeward of Clara—anchor off Olive Iſland—ſaw two prows—plant various ſeeds of ſtone fruit—ſaw an extenſive ſtrait to the ſouthward—reference to land views—Marble Harbour—Garden Iſlands—Eaſt Foreland—South Foreland—Stables Strait—Wheeler's Strait—Weſtminſter Hall, Lord Loughborough's Iſland—Sir John Macpherſon's Strait—Sir Joſeph Banks's Iſland—Sir William James's Iſland, or Suſannah—Bonnet Iſlands—Alderſey's Strait—large and ſmall oyſters—Flat Iſland—Dommel Iſland—Iſland St. Matthew—Nine Pins, Naked Hump, and Needle Rocks—Various ſmall iſlands, named from their apparent ſhape and relative ſituation—Five Iſlands—Coaſt of Mergui—Aladine Iſlands—Lord Macartney's Bay—Haſtings's Bay—Fiſh Harbour—ſuppoſed harbour on the main—Alexander's Peak—Sayer Iſlands—Junk Ceylon—Pulo Rajah—ſail for Queda; account of it and Pulo Pinang.

1783. Saturday June 14th. THE pilot having been ſent on board a ſnow that was paſſing, by our own boat, at 2 PM we anchored on the *Eaſtern Sea Reef*, at the mouth of the Ganges, in 10 fathoms, *ſand*.

At 10 weighed with the *ebb tide*, and lay up SSE before noon: made a SE courſe 45 miles.

15th. The firſt part moderate, the latter hard ſqualls with rain, thunder and lightning: our courſe to-day was SE by E 70 miles: had no obſervation.

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1783.

Monday June 16th. Southerly winds moſtly, with calms: made an ESE courſe, and run 40 miles.

17th. Much rain and many ſqualls from the ſouthward: towards noon calm, had a great ſwell; courſe SE 30′.

18th. Variable winds and calms, the ſea much fallen: dried our ſpare ſails, and many other things, that had got wet and mouldy by the late damp weather. To-day many ſharks were about the ſhip; hitherto have had no obſervation to be depended on; to-day found we were in 18° 38′. Our meridian diſtance from the *Fairway* being 2°. 55′.

19th. Variable winds, with ſqually weather and rain: run only 57 miles.

20th. Freſh gales and dark cloudy weather: ran 79′, on different courſes, moſtly SE; had no obſervation.

21ſt. Freſh breezes and fair weather the firſt part; from midnight the wind increaſed to a very freſh gale; lay-to 3 hours in the night, wind at ſouth; had no obſervation.

22d. Freſh gales at SSW, lay up SE; to-day our meridian diſtance from the *Fairway* was 3° 12′, our lat. 16° 47′ by a good obſervation.

23d. Moderate weather, ran SE by S 96 miles; lat. 15° 43′.

24th. Moderate weather, lay up ſouth, wind WSW; at night lay-to ſome time, on account of the *Preparis Rocks*.

At day-light ſaw them to leeward.

At noon our latitude was 14° 40′.

The N end of *Preparis* bearing NE½E 10′
A *rock* A in one, with a *ſpot* of *ſand* above water ENE 6′ by eſtimation

and

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and *two iſlots*, disjunct from the *main iſland*, bearing when in one NE by N

See View letter C, where the *iſlots* are open.

I find no current in my run from the *Eaſtern Sea-Reef*, making the *Preparis* lie 4° 30′ E of *it*; the run not to be depended on.

Wedneſday June 25th. Freſh breezes and cloudy weather.

Saw *Narcondam*; it makes like a cone, with the top obliquely cut off, bearing S.

At noon *it* bore S by W 8 leagues.

26th. Freſh breezes from the SW, with rain; lay up SE; loſt ſight of *Narcondam*.

27th. Freſh gales from the SW, with heavy ſqualls and rain; it ſometimes ſhifted to the NW, and blew hard, then lulled and blew hard again in ſqualls. We were often obliged to run E and ESE, under main and fore ſtay-ſails, as there ran a great ſea.

28th. Hard ſqualls from the SW to the NW, and heavy rain.

At 8 PM lay-to under main and fore ſtay-ſails.

At 8 AM made ſail; had no obſervation.

29th. Hard ſqualls from the SW, and heavy rain.

At 6 PM lay-to under main and fore ſtay-ſails, at night under bare poles.

At 4 AM hauled the fore ſtay-ſail down; juſt after ſetting it battened down the hatches, there being a great confuſed ſea.

At 11 AM made ſail, ſtanding Weſt, wind at South.

Heavy

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1783.

Monday June 30th. Heavy ſqualls, with much rain; in the afternoon we were under a fore ſtay-ſail only; towards noon more moderate, lay up SE. Lat. 12° 9′ N.

July 1ſt. Squally, with heavy rain: about midnight handed all our ſails but main and fore ſtay-ſails.

At 1 ſet them again.

At 2 was obliged to lay-to as before, under main and fore ſtay-ſail.

At 5 it was moderate: made ſail to the SE, wind at SW by S.

At noon ſaw the iſland *Tores* bearing E 5 or 6 leagues off. No obſervation.

2d. Squally rainy weather; lay up SSE; the wind came ſometimes to Weſt for half an hour, then came again a-head.

At 5 PM it clearing up, ſaw the iſland *Clara* bearing SE; ſtood off all night; in the morning could not fetch in with *it*, as I propoſed to anchor under its lee; brought it however to bear SW about 9 in the morning; we then had 29 fathoms, *ſandy ground*; bore away NE, along the coaſt of a *large iſland*, that lies in a direction pretty near NNE and SSW, between the iſland *Clara* and the *main land* of *Tannaſerim*; at the N extremity is a *ſmall iſland*, with a *rock*, like a *Malay prow under ſail*, cloſe to *it*. Luffed up cloſe to it in 15 fathoms, *ſandy ground*. *It* then bore SW; before noon we anchored in 15 fathoms, *mud*; further on behind *another ſmall iſland*. Coming thus far from near *Clara* we had gradual ſoundings, *ſandy ground*, ſometimes with *mud* mixt, from 29 to 15 fathoms. A ſhip could very well have anchored in with *Clara* bearing SW, and be ſheltered from the ſwell.

3d. Squally rainy weather until morning; then fine weather. Shifted farther in, to 7 fathoms, *muddy bottom*.

At

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1783.
July. At noon had a ſevere ſquall, with rain as uſual: ſhifted farther in, to 4 fathoms, *muddy bottom*; lay here until the 13th, having moſtly ſqually weather, but the ſqualls were of ſhort continuance, with fair intervals, cool and pleaſant, with a clouded ſky; whilſt without there was all the appearance of ſtrong gales and much rain; but I ſtill expected, as the veſſel was ſtrong and tight, having hitherto, though often in very bad weather, made no water, to be able to get to the ſouthward and weſtward, to proſecute my voyage, and hoped to have the ſame ſmooth water under the lee of the *Great Andaman* as I found under this *large iſland* near which we lay (cloſe to a ſmall one), to the eaſtward of which I could, at a diſtance, ſee what I took for the *main land* of Mergui.

Friday 11th. Saw to-day 2 prows under ſail, to the eaſtward of us; they ſteered NE, being about 6 miles diſtant.

I gave the name of *Olive Iſland* to *that* near which we lay. *It* is hardly a mile round, with choice of timber trees, has *freſh water* and a *fine ſoil*, upon ſtrata of marble and black ſlate, cloſe to 4 fathoms ſmooth water: we planted here ſeveral *peach ſtones*, from *Bengal*; alſo *Mango ſtones*; and named *it* from the *fruit* we found there, both green and black, being the *true olive*; the long iſland I called *Sulivan's Iſland*.

13th. Tried with the *tide* to get to the *weſtward*, but was obliged to return, as the *tides* are only felt cloſe to the land. It flows here full and change about 1 o'clock, and the ſpring tides riſe about 10 feet perpendicular. The latitude of *Olive Iſland* is 11° 20′ N. Near *Olive Iſland* is a *ſmall iſland*, which I call *Rat Iſland*; there is a narrow *ſtrait* between them, with 4 fathoms water. W by N of *Olive Iſland*, half a league, is *Button Iſland*, ſo called from its ſhape; and further to the WNW is *Two-Hill Iſland*, about the ſame diſtance as this laſt mentioned; near it is the remarkable *rock* like a *prow under ſail*, already ſpoken of. South from *Olive Iſland* about 3 miles, is a ſmall *ſhallow bay*, where we found an old canoe, and ſeveral other marks of people that had been there, plenty of *timber*, ſtore

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Seeing an extenſive coaſt towards the SSE, and hoping to make diſcoveries of greater importance than I at firſt expected that way, as the tides were regular, running along ſhore about 3′ *per* hour, on the ſprings, and deſpairing of getting to the weſtward, where I was certain of a foul wind, and no tide, unleſs I kept on the weather ſide of the *Great Iſland*, a thing impoſſible; for theſe reaſons I reſolved to go within, where there was a weather ſhore, anchoring ground, *regular tides*, and a *wide channel*.

But, before I proceed, I muſt refer the reader back to certain *views* of *land* already taken, which, as the elevation of a houſe ought to correſpond with the plan, theſe views will, I hope, be found to correſpond with the map. Letters B and C give two views of the *Preparis Iſlands*, the firſt land I made; letter A is a *view* of the *Cocos*, ſouth of the *Preparis*, taken whilſt on another voyage; this time I did not ſee them, falling to leeward. No. 1 gives *Clara Iſland* (ſee the common Directory), ſome *rocky iſlets* near it, and ſome *other iſlands* that lay ESE of *it*. No. 2 is *Sulivan's Iſland*, ſeen from between *Clara* and *it*, from 25 fathoms, *ſand* and *mud*; with another view of *Clara*, marked alſo No. 2; and here I muſt obſerve, that in theſe views, when there are two or three numbered alike, it ſignifies that they were ſeen at the ſame time, or from the ſame ſpot. No. 3 is *Narcondam*, having all the appearance of an old volcano. No. 4 ſhews *Rat Iſland*, *Two-Hill Iſland*, *Button Iſland*, and *Olive Iſland*, from cloſe to one of the *Dolphin Iſlands*; alſo what I call the *Cap*, being like a *jockey's cap* a good way off, but which is not in the *map*, its true diſtance being unknown.

No. 5 ſhews the *Dolphin Iſlands*, from near to *Breaker Iſland*. At the ſame time a *remarkable ſaddle* on *Sulivan's Iſland* bears SW½W; accordingly, it is alſo numbered 5.

No. 6

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No. 6 ſhews the *Eaſt Foreland*, and the *land* far to the ſouthward of it, alſo ſome *ſmall iſlands*; and No. 8 the ſame *foreland*, with ſeveral other *iſlands*, ſpecified in the View to the northward of it.

No. 7, rather irregularly placed, being taken when I attempted to go out, but returned on the 13th, as has been ſaid, ſhews part of *Olive Iſland*, the *Button*, and *Two-Hill Iſland*. I now go back to *Olive Iſland*, near which, in No. 9 (*Jockey Cap* being ſhut out of the View behind the N point of the iſland), another *high iſland*, like *Clara* in height, appears bearing NE by E½E, whilſt the *main* is ſeen far off.

No. 10 ſhews the *entrance* of a *harbour*, which I call *Marble Harbour*, and the iſland that forms it *Marble Iſland*, from the quantity of that ſtone I found there.

All along, from *Clara* hitherto, the navigation muſt be ſafe, eſpecially in the SW monſoon; during the NE monſoon, the weather muſt be fine, conſequently the navigation both ſafe and agreeable. The *large iſland Sulivan* keeps off the SW blaſts; and, as I have ſaid, it is often fair without hot ſun-ſhine, which makes it pleaſant; and it ſeems to be a fine climate, and favourable to vegetation.

In the *View*, No. 10, the land bearing SE by E muſt be the *main land*, being the ſame diſtant land that is ſeen in No. 9; ſeveral *low iſlands* alſo appear in No. 10, to which I give the name of *Garden Iſlands*, having found *wild plantains* and other *fruits* upon them; they are repreſented in No. 6. Before I got thus far, we paſſed within *Half-Moon-Shoal*; it is covered at high water; here is depth for any ſhip within it; we alſo paſſed the *Eaſt Foreland*. See *Views*, No. 5 and 6.

July 16th. On the 16th we were off *Marble Harbour*, in 10 fathoms, *mud*: here we anchored, and ſent the boat to ſurvey it; but bad weather

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coming on, ſhe ſoon returned, having done but little; however ſhe found a *ſpit* of *ſand* run off from the *point* I call *Stony Point*, with 2 fathoms water on it, and 4 fathoms within it, *muddy ground*.

On the 17th it blew very freſh, with heavy rain; the water being ſmooth, we rode faſt with half a cable in 6 fathoms, near the ſhore, the *Eaſt Foreland* bearing NW by N.

On the 18th we paſſed *Flat Bay*, where there is 2 fathoms water, at near a mile from the ſhore.

July 19th. On the 19th, paſſed the *ſouth extremity* of *Sulivan's Iſland*, lying in about 10° 48′ N latitude, which makes it 30 miles in length, from N to S. I am pretty certain it is not above 20 in breadth. Its *ſouth extreme* I call the *South Foreland*, where there is a *narrow*, but ſeemingly *bold*, *ſtrait*, that ſeparates *it* from *Eyles Iſland*; I call it *Wheler's Strait*: *three iſlots*, like *buttons*, lie in the *fair way*; ſome *iſlands*, from 6 to 10 miles round, appear to the weſtward through this *ſtrait*. *Eyles Iſland* is 3 or 4 miles in length from north to ſouth, but narrow from eaſt to weſt; it bounds *Wheler's Strait* to the *ſouthward*: to the ſouthward of *it*, is *Forſter's Iſland*, round in ſhape, and 2 or 3 miles in compaſs; then appear *four iſlots*, in the *paſſage* between *it* and *Steep Iſland*, with bold channels; here the *flood* ſets from the weſtward pretty ſtrong.

22d. On the 22d we paſſed by *Stable's Strait*, leaving it on the right hand, where the *two ſmall* but *high iſlands*, called the *Sugar Loaf* and *Saucer*, are remarkable; alſo *Weſtminſter Hall*, near *Steep Iſland*. See the *Views* No. 11, 12, and 13. In No. 12 a *large iſland* appears at a diſtance; I call it *Lord Loughborough's Iſland*.

23d. On the 23d we were abreaſt of *Macpherſon's Strait*, through which *Lord Loughborough's Iſland* again appears, between *James's Iſland* on one hand, and *Banks's Iſland* on the other. In this View, No. 14, the *Canniſter*, at the north end of *James's Iſland* (probably *Suſannah*), is remarkable, with ſome *dangerous looking rocks* near it, *above water*.

I had

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I had forgot to ſay, that abreaſt of *Steep Iſland*, to the eaſtward, are ſome *overfalls*; and I wiſh to obſerve that large ſhips navigating here, at leaſt until this wide ſtrait is better known, ſhould have their boats out. I do not pretend to have ſurveyed but *where ſoundings* are *marked*; whilſt the ſhip is at anchor, the boats can all be uſefully and pleaſantly employed in hauling the ſeine, wooding, &c. We come now to *James's Iſland* (*Suſannah*), about the height of *Clara*, and twice as large: eaſt of the *ſouth part* are ſome *overfalls*; a league off, within a mile of it, is a *ſhoal* of *ſand* and *rocks*, *covered* at *high water*; there may be other *dangers*.

July 24th. On the 24th, after heavy ſqualls of rain, had a light breeze from the eaſtward, with which I ſtood towards an *iſland* to the ſouthward, which I call *Flat Iſland*; anchored near a little *button iſland*, that lies cloſe to its eaſtern point, in 6 fathoms water. Saw a *deal* of *ſea weeds* cloſe to us in 2 fathoms water, ſprouting from *looſe ſtones*; we therefore weighed and ſtood round this *button rock*, leaving it on the left hand, and anchored abreaſt of *Flat Iſland* in 9 fathoms, *mud:* ſee *View*, No. 15.

The *Bonnet Iſlands* near which we lay, of which there are *five*, are remarkable: the *tide* ſets ſtrong between them, through *Alderſey's Strait*; the flood from the weſtward, the ebb to the ſouthward. Here, between the 3d and 4th *Bonnets*, which lie cloſe together, we found abundance of *large clam (ſcalloped) oyſters*, about the ſize of a man's hand, ſome with red rows, at low water, ſpring tides; and ſmall ones at all times. On *full* and *change* it is *high water* here at 12 o'clock, the *tide* riſing about 11 feet perpendicular. We lay here until the 1ſt of Auguſt, having freſh gales from the SW, but little rain.

We could ſee, what I took to be, *Dommel Iſland*, mentioned in the Directory, bearing NE.

Flat Iſland extends only from E to W about one mile and half. We ſent the boat on ſhore frequently, and planted *peach* and *mango*

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ſtones, and other *ſeeds*. We alſo croſſed it, and found various *fruits*, the *St. Helena yam*, called by the Malays *clody*, a kind of red berry agreeable to eat, wild *plantain*, *bamboos*, *rattans*, and *tall timber trees*, growing in abundance; here is alſo good *freſh water*, iſſuing from a *rocky eminence*, about the middle of the north coaſt of the *iſland*, near the *rocky button* already mentioned: ſee *View*, No. 15. The ſoil is various, black mould and clay, mixed with ſand: altogether I take it to be very healthy: good water, no ſwamps, and well ventilated at all times.

Was a ſhip in diſtreſs to run behind this *archipelago*, where on every iſland maſts may be cut, I would recommend this *iſland*, to ſend their ſick upon; the oyſters at the *Bonnet Iſlands* are in great plenty, and plenty of fiſh to be caught by hook or ſeine. We alſo went upon *James's Iſland* (*Suſannah*), where are remarkable *large trees*: there we ſaw many prints of the feet of *wild hogs* or *deer*.

July 29th. On the 29th, we could perceive the *ſhoal* already mentioned, to the ſouthward of where we lay, *dry* for the extent of half a mile. I call it *Bowen's Shoal*, from Mr. *Bowen*, my ſecond officer, who firſt diſcovered it.

Auguſt 1ſt. On Saturday, the 1ſt Auguſt, we weighed with the ebb tide, and worked between *Flat Iſland* and *Saddle Iſland*: ſaw the large *Iſland St. Matthew* far off, bearing ſouth. A little to the SW of *Shaggy Rock*, which lies SE of *Flat Iſland* a ſhort mile, in working, we ſuddenly fell from 10 to 6 fathoms, in a *ſtrong race* of a *tide*, with *breakers*: immediately tacked, worked on, and paſſed the *Nine-pins*, the *Naked Hump*, and the *Needles*. See *Views*, No. 15 and 17.

At ½ paſt 5, being about 2 miles weſt of *Cat Iſland*, the ſea open to the weſtward, we had a moſt ſevere ſquall from that quarter, which obliged us to run under a fore-ſail clued up, behind a little *button iſlet*, which I call the *Kitten*, cloſe to *Cat Iſland*; and, juſt before dark, anchored with great ſatisfaction behind *Cat Iſland* in 20 fathoms,

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fathoms, the ſea breaking over the *Needle Rocks* with great violence: our ſhelter was but indifferent.

Auguſt 2d. Next day, with the tide of ebb ſetting ſouthward, we worked up towards *Pine-tree Iſland.*

At 7 in the evening anchored in 18 fathoms, *mud*; weighed in the morning.

3d. At day-light worked up, and anchored in 13 fathoms, *mud*, one mile and a half from the *iſland*, its *main body* bearing SSW: ſent the boat on ſhore; ſaw on the ſand the print of the claw foot of an animal pretty large.

This *iſland* is lower than *Flat Iſland*. NW of it, and near it, is a *dangerous ſhoal*: off the weſt end of it, and, I believe, joining to the ſaid *dangerous ſhoal*, is a *reef* of *rocks*, on which are *two large ſtones*, viſible at a good diſtance; I call them the *two centinels*. Cloſe to the SW part of this *iſland*, is a *rocky button*; the eaſt end of the *iſland* is bold: to the eaſtward and northward extends a *fine brown ſandy beach*; but its weſt end is very *dangerous*. I call it *Pine-tree Iſland*, on account of the number of trees like pine-trees that grow there; the Malays call them *caiu aroo*: they grow generally at the mouths of barred rivers, in Malay countries.

From this *iſland* we ſaw many *large* and *ſmall*: the *large iſlands* were *Sulivan's* and *James's*, which we had left to the NNW, *St. Matthew's* to the SSW, the viſiting of which we had in expectation; we alſo ſaw *many ſmall*, the *Five Iſlands* to the SE, the SE *Hump* and the NW *Hump*, and *Four Saddle Iſland*, which form the ſouthern boundary of *Alderſey's Strait*, in one with *James's Iſland* to the WNW, *Flat Iſland*, *Cat Iſland*, and *Saddle Iſland* to the northward, *Canniſter* and *Turret Iſlots* to the eaſt and north-eaſt, and the *main land* beyond; to the W by N *Saddle-Hill Iſland*, and to the SW and SSW *ſeveral iſlands* in a line with *St. Matthew*. A ſwell ſet in from the SW, where we had paſſed; but, where we were, that ſwell

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was broke off by the *ſhoal* and *reef* already mentioned, that lie off the weſt part of *Pine-tree Iſland*.

Auguſt 4th. With the wind at SSW, on Tueſday 4th Auguſt, we ſtood, the tide favouring us, to the SE; paſſed within a mile of the *northmoſt* of the *Five Iſlands*; had regular ſoundings from 16 to 9 fathoms.

At 6 PM anchored in ſight of the *beach* of the *main land*, in 8 fathoms, *mud*, ſix miles from ſhore,

Pine-tree Iſland bearing	WNW½N,
The *ſouthern extreme* of *St. Matthew*	SSW.

All night had the wind at SSW.

At 5 AM weighed, but gained no ground: anchored again in 10 fathoms, *mud*, 8 miles from the *main land*, and from the *northmoſt* of the *Five Iſlands* 2 miles, *it* bearing W by S, latitude 10° 13′ N.

5th. On the 5th, the wind came from the weſtward, and the weather threatened. Veered away a whole cable, and rode pretty eaſy all night.

At 7 in the morning weighed and bore away for our former ſtation behind *Flat Iſland*, returning without *Saddle Iſland*, where we found regular *mud* ſoundings.

6th. On the 6th, behind *Flat Iſland*, it blew very freſh.

At 2 PM a prow, in appearance an Atcheen prow, having 2 maſts, with 8 or 10 men on board, came in between *Flat Iſland* and the *Bonnets*; ſeeing us, they ſuddenly ſtood to the northward, and anchored beyond *Bowen's Shoal*, on the *coaſt* of *James's Iſland*, in an indifferent berth. I ſuſpect they were afraid of us; elſe, in ſuch bad weather as it then was, they would not ſurely have paſſed ſo ſmooth a road as behind *Flat Iſland*. I ſhould have been very glad to converſe with them, as hitherto we had met no human creature.

On

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August 7th. On the 7th it blew very freſh: veered away a whole cable.

8th. Saturday the 8th, ſtill blowing freſh from the SW, ſent however the boat for a load of oyſters. Next day ſent her for water, being moderate. At night ſaw a fire on *James's Iſland*, a proof of a human inhabitant.

10th. On the 10th, though there was a great ſea without, we heeled and ſcrubbed the veſſel's bottom, very full of barnacles.

12th. At 8 AM of Wedneſday 12th of Auguſt, we weighed and worked out, within *Saddle Iſland*, and paſſed near the *Naked Hump*.

At noon, the wind having favoured us, we were again off the eaſtward of *Pine-tree Iſland*, within a quarter of a mile of the ſhore, in 12 fathoms, *mud:* ſaw the *ſhoal* to the SW of the *Iſland*, and ran over part of it, in 4 fathoms, *ſand*; ſaw alſo *dry*, the *reef* of *rocks* to the weſt of the *iſland*, with the *two centinels*, which have been already mentioned.

Stood on with the wind at WSW, and ſtemmed the flood.

At 1 PM, falling little wind, we anchored.

13th. Next day, the 13th, at ½ paſt 1 PM, we paſſed cloſe to the *eaſt end* of the *SE Hump*, where there is on the NE part of that *Hill-Iſland*, a beautiful *ſpot* of *green graſs*, cloſe to a large bank of bright ſand, in which ſeveral poſts were ſtuck, as moorings for prows, &c. that had been there; we found the ſame at *Flat Iſland:* within muſquet ſhot of this *green ſpot* we had 13 fathoms, *mud.* Stood on, cloſe to the wind, S by E and SSE, in 15 fathoms water, *ſoft ground*, and paſſed within one mile of the *S Hump*.

At 4 PM anchored in 14 fathoms water, the *Ragged Helmet* and *S Hump* in one bearing NW: perceived many *ſmall iſlands*, near the *main*

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main land, bearing ESE; *freſh water*, *diſcolouring* the *ſea*, came from amongſt them, indicating *rivers* that way.

From where we lay, the *Five Iſlands*, in a line nearly, bore N½E; and a *high ridge*, or rather *promontory*, on *St. Matthew*, bore SSW.

I now beg leave to remark—Amongſt a multiplicity of *iſlands*, to which, in order to ſpeak with preciſion, it is neceſſary to give names, I have endeavoured, beſides naming many in remembrance of friends whom I honour and reſpect, to call others according to *ſtriking appearances* and *figures*: ſo the *NW*, *SE*, and *S Humps* are expreſſive of their reſpective relative ſituations; and all three, as appear in the *Views*, are in figure much alike. But what I mean by a *hump*, alluding to what grows on the *ſhoulders* of *Surat oxen*, may only properly be called ſo, when the *iſland* is ſeen in a certain attitude; in other attitudes the ſame iſland may, with equal propriety, be called the *Sugar Loaf*, the *Canniſter*, &c. as the *outline* continually differs. The *three* forementioned *Humps* are very ſimilar in ſize, and ſhape, and height. *Cat Island* looks like a *cat ſquatted*, in No. 15, 17, and 18; in No. 16 it is hid by *Saddle Iſland*: the *Naked Hump*, in No. 15, 16 and 17, where it appears twice, has *not a tree upon it*; ſome of the *Bonnets* appear in No. 11, far off; they all appear in No. 15, being *five* in number; *North Weſt Hump*, and *Shaggy Rock* (this laſt I have great reaſon to remember), appear in No. 16; the *Ragged Helmet*, *S. Hump*, and *NW Hump* appear in No. 21, whilſt the *SE Hump* is hid behind one of the *Five Iſlands*; the *Ragged Helmet*, *S Hump*, *NW Hump*, and *SE Humps* appear in No. 23: the *Five Iſlands* are given in three attitudes; No. 20, 21, and letter *x*: in No. 16, is a conjectural *plan* of *them*; they are alſo ſeen afar off in No. 18 and 19; they are ſeemingly bold too, rugged and rocky.

It is unneceſſary for me to ſay that in No. 18 *St. Matthew's* appears beyond *Pine Island*, &c. All this appears obviouſly from the *Views*; without which, and the correſponding *map*, this account can be of little uſe or entertainment. One thing I am happy to reflect on:

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on: my endeavour to make the *views* correſpond with the *map*, has rid me of a load of *deſcription*, which is always tedious, and often obſcure; and I hope, from my firſt making *Clara Island*, that the reader will be able to travel with me, with ſatisfaction and perſpicuity; having theſe two forementioned helps before him.

Being now near the *coaſt of Mergui*, I obſerved that it trends to the weſtward of ſouth, much more than is laid down in the maps extant concerning it.

Auguſt 14th. On the 14th had moderate weather; ſtood to the ſouthward till 3 PM, then tacked and ſtood towards *St. Matthew's*.

Sun-ſet anchored in 15 ½ fathoms, *ſoft ground*;

The *Ragged Helmet* bearing . . . . . N½W.

At 5 AM weighed, wind W by S; but the tide turning againſt us, anchored in 18 fathoms, *mud*;

Ragged Helmet Iſland bearing . . . . . N½E, at a good diſtance;
The *Dolphin's Noſe* . . . . . W;
The *White Rock*, which before appeared like a *boat* under *ſail*, bore . . . . . NW by W: here we loſt an anchor.

Sent the boat to a *fine bay*, W of the *Dolphin's Noſe*; I call it *Fiſh Harbour*; it reaches a good way into the iſland, is ſhallow, except at the mouth, where are 4 fathoms water, *ſoft ground*.

15th. On the 15th, weighed and ſtood to the ſouthward. Diſcovered on the SE quarter of the *Island St. Matthew*, certain *high rocky islands*, their ſides making in bold *forelands* (very like thoſe I once ſaw off *Efbé Harbour* N of *Ceram*). One of the higheſt I call the *Cupola Rock*, from its having like a *turret a-top*, when ſeen in a certain attitude: the wind was moſtly SW; I did not find the tide ſet ſo ſtrong as I expected. At 5 in the evening a ſquall coming on, anchored in 15 fathoms, *ſoft ground*;

The *Cupola Rock* bearing . . . . . SW½S,

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The *Dolphin's Nose* . . . N 6 or 7 miles, being 4 or 5 miles off shore. See *Views*, No. 25, 26, 27, 28.

Lay at anchor until one in the morning, then weighed with the wind at SW by S.

At 6 anchored in 18 fathoms, *soft ground*;

The *Cupola Rock* bearing . . . . . SW by S,
The *Dolphin's Nose* . . . . . NNE.

The nearer *St. Matthew* we found the deeper water, but all *soft mud*, no hard casts, not even *sand*; had frequent squalls with rain in the night.

August 16th. On the 16th, weighed with the ebb, PM, and worked to the southward of the *Cupola*, bringing it to bear N 4 or 5 miles distant; anchored again in 18 fathoms, *mud*.

At 2 AM weighed with the wind at S, made several tacks, but gained little, as a swell now came round the south end of *St. Matthew's*; anchored at 7 AM in 18 fathoms, *soft ground*, the *Cupola Rock* being in one with *St. Matthew*—see the *Views*, No. 27, 29, 31: we were now in sight of the *Islands Aladine*; see the Directory; they lie from 9° 5′ to 9° 40′ N latitude, in a N and S direction. A great sea coming in from the SW, with threatening weather and much rain, fearing the loss of another anchor, as our cables in use were by this time pretty much worn, we weighed on the 17th; at half an
17th. hour past noon, stood to the northward of the *Cupola Rock*, and hauled in close to *St. Matthew*, which we coasted; and, just before dark, anchored behind *Tongue Island*, in 10 fathoms, *mud*, about half a mile from the shore.

The *high land* of *St. Matthew* bore now W of us, being close under it: dark thick clouds gathering upon it, about midnight they broke upon us, with a very heavy squall, which made the vessel drive a good way out of the *bay*; nothing but the severity of the wind made us drive, as the water was perfectly smooth: weighed in the morning of the 18th, and anchored again in the *bay*, in 12 fathoms,

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August 18th. thoms, *muddy ground*; ſent the boat for *water* to a *ſort* of *caſcade*, bearing NW of where we lay, near which, on a *ſpot* of *level ground* further north, the Laſcars found ſome freſh *dung* of *elephants*, and brought it on board; but we ſaw *none*, nor any other *animal*; but ſaw the prints of the feet of *hogs* or *deer*.

In this *bay*, ſo near the *higheſt land* of *St. Matthew*, we had almoſt continual rain; ſometimes ſhowers, ſo thick that at a diſtance they looked like ſheets of water, came down, and fell near us; ſometimes were drove paſt; and now and then fell upon us in very heavy rain, for 3 or 4 minutes; but no alternate hot ſunſhine, as in ſome parts of the Weſt-Indies, which would have been very diſagreeable, the ſun ſeldom appearing. Here we took in ſome *ſtone ballaſt*; and on *St. Matthew* picked up a parcel of *dammer*, a ſort of reſin with which in India ſhips bottoms are generally payed.

This *island*, which I call *Tongue island* from its figure, may be about 1 mile in length; its north coaſt and eaſt point are bold; any ſhips may lie cloſe within it; and in the SW monſoon might heave down, it is ſo ſmooth; by heaping up looſe *rocks*, to make it *dry* at *high water*, at the edge of deep water; the *bay* it forms I call *Macartney's Bay*; it is, like moſt of the *islands* hereabout, almoſt entirely covered with *trees*; the eaſt point is partly clear, being covered over with *trees* for a very little way, and may be approached within piſtol-ſhot: ſee *View*, No. 26 and 32. On the weſt extremity the *wood* is thin, and the ground gently riſing; here is a *ſtrait*, a muſquet ſhot acroſs, paſſable by boats only, the *channel rocky*; on the ſprings the tide riſes about 10 feet, running three and four knots paſt the eaſt point of the iſland; the height of the *higheſt land* on *St. Matthew's* hereabouts may be about 1200 yards.

20th. Until the 20th we had not an opportunity to get our ſails dried. On that day at 6 in the morning we weighed, and bore away for the *Dolphin's Noſe*, intending to go into *Fiſh Harbour* near it, of which mention has been made, until the weather broke up.

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August 22d. On the 22d unexpectedly we had fine clear weather, wind ESE. Stood S.

At 7 AM

The *Dolphin's Nose* bore . . . N by W.

Before noon the wind came to the SSW; but, the weather being very clear and fine, gave up thoughts of a *harbour*, and stood towards the *main*, to windward of *Two-Saddle Island*. As I approached
23d. the *main*, the wind came more favourable; and about 5 afternoon, anchored between the said *Two-Saddle Island* and *that* next south of it, which I call *Delisle's Island*, in 7 fathoms, *sandy ground*;

The extremes of *land* in sight bearing from N½E
to SW by S.

These *two islands*, just mentioned, formed the *opening* of seemingly a very *fine harbour* with many *islands*; but at its *entrance* I found some *overfalls*, of 2 and 3 fathoms at a cast, but not *rocky ground*. See *Views*, No. 36 and 37. From where we lay

The *Dolphin's Nose* bore . . . . NNW½W,
And the *Cupola Rock* . . . . . W½N.

At 6 next morning, weighed with a light breeze at SSW, and stood on with the ebb tide; about 8 unexpectedly it came to blow
24th. from the SW, with rainy squalls: bore away for the *Dolphin's Nose*; and at 4 PM of the 24th anchored in 3 fathoms, *mud*, in *Fish Harbour*;

The *White Rock* bearing E by N about ¼ mile.

Returning from *Delisle's Island* this way, I regretted I had not yesterday stood behind that *island*, where assuredly there was shelter; it was not now prudent to go back with threatening weather, whilst I knew where I could be perfectly secure, in a *harbour* better known. The desire of visiting the unknown is often very strong; and I thought it now time lost to return where I had been before: yet to my being baulked this time, I owe the fortunate discovery of one of the finest *harbours* in the *world*, which before I had overlooked,

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looked, paſſing this way; for I took that part of *St. Matthew* which forms the *harbour* for a *ſeparate island.*

August 25th. On the 25th Auguſt, whilſt on board of the veſſel they were variouſly employed in mending rigging, ſails, &c. I went in the boat into *Haſtings's Harbour*, where I found *regular ſoundings*, *ſoft ground*, from 5 to 10 fathoms. *It* is about 4 miles in length and 3 in breadth; is ſheltered by *St. Matthew's Island*, that incloſes it for 3 quarters of the compaſs; and *ſeveral islands* perfectly ſhut it up on the fourth quarter, the NE, from all winds. The flood ſets from the weſtward round *Bengal Point*; and the *bay* being full, much of the contents ſet eaſt, on the ebb, between *Haſtings's Island* and the *White Rock*; then NNE, as marked in the chart; whilſt a counter tide ſets regular, the flood to the northward, and the ebb to the ſouthward, next the iſland north of *St. Matthew*. Here the ſpring tides lift 11 foot perpendicular; they are not violent, running only 3 and $3\frac{1}{2}$ knots; and it is *high water* at *full* and *change* at about 2 o'clock.

From on board the veſſel in *Fiſh Bay*, we at night heard the noiſe of ſome large animal on *St. Matthew*: it was a hoarſe roar, at a great diſtance in the woods; the Laſcars ſaid it was a *tiger*. About a mile from the *White Rock*, SW, within *Fiſh Harbour*, there is a *flat rock*, *dry* at *high water*, with *ſnipes* and other aquatic *birds* frequenting it; it has 3 fathoms, ſoft ground, cloſe to it. Here a ſhip with ſafety might heave down, better than at *Tongue Island*, before hinted at; the ſhip's lumber being on the *rock*, where there is room enough.

27th. We left *Fiſh Harbour* on the 27th at night, having employed the 26th in fiſhing. With a good ſeine, we could have caught great quantities in the upper ſhallow creeks, but we were badly provided in that article; finding the tide, when the *Dolphin's Noſe* bore SW by S, ſet NNE, we anchored in 15 fathoms, *mud*; it continued running to the NNE many hours: weighing anchor, and running towards *Barwell's Island*, I found an oppoſite tide ſet ſouth. Having paſſed

Barwell's

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1783. *Barwell's Island*, we worked close to *Horse-shoe Island*, where in the *little bay* there is *good water*.

Afterwards, working to the southward (for the NNE almost perpetual stream, of which at night I was not sufficiently aware, had made us lose ground), we went over a *shoal* of *coral rocks*, on which we had only 2 fathoms. It lies off the SE part of *Hastings's Island*; and near *it*, close without it, had 5 fathoms, *soft*, then 6, 7, 8 and 10 fathoms, *mud*; all is clear to the E and SE of the said *shoal*, except the *White Rock*, which is seven feet high at least, even at high water, and bold within pistol-shot. The *shoal*, near *Hastings's Island*, of *coral rocks*, I call *Brown's Shoal*, from Mr. Francis Brown, my first officer, who saw it first; it is but *small*, though *dangerous*: there may be other *passages* into this *harbour*, but I acknowledge I have not examined them: one thing may be depended on; there is anchoring ground, though deep, 40 to 50 fathoms, without *St. Matthew*: this I found in a *former voyage*, and it agrees with what I have heard. This circumstance of anchoring ground *without*, makes the approaching this *archipelago* the safer.

August 28th. On the 28th, had the wind from SE, worked to the southward, along the *coast* of *St. Matthew*.

29th. On the 29th, the wind came again to the SSW, but the weather was moderate.

At 6 in the evening anchored in 15 fathoms, *mud*;

The *Dolphin's Nose* bearing	N
and *Tongue Island*	W ½ S.

On the 30th, had fine weather, with the wind at S by W; worked to windward, with the ebb tide.

At ½ past 6 PM, the flood coming in from the southward, anchored in 18 fathoms, *mud*;

Tongue Island bearing	N by W
The *Cupola Rock* bearing	W dist. 4 miles.

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At 1 in the morning, weighed with the tide of ebb, having light airs from the SSW. At ½ paſt 6 anchored in 18 fathoms, *mud*;

The *Cupola Rock* bearing . . . . NW,
and The *Cock's-comb Rock* bearing . . . W 7 or 8 miles.

Weighed again at 11, and at noon:

Deliſle's Harbour bore . . . . ENE
The *Cocks-comb Rocks* . . . . W by N, having then 17 fathoms, *ſand*.

Auguſt 31ſt. Until ſunſet of the 31ſt of Auguſt, we had a moderate breeze from the weſtward: the *Dolphin's Noſe* from our deck was then juſt out of ſight, bearing N½E, and

Alexander's Iſland, the ſouthmoſt of the *Aladines*, bore WSW, depth 13 fathoms, *ſand* and *mud*.

Lying up SW, wind WNW,

At 8 PM, had light airs and calms, with dark clouds gathering in the NW quarter; anchored in 13 fathoms, *ſand*, the tide being againſt us.

Sept. 1ſt. At 3 in the morning, with a freſh breeze from the weſtward, and ſome rain, weighed and ſtood to the ſouthward into 11 fathoms, *mud* and *ſand*; we then tacked and ſtood to the weſtward; and at 8, finding the tide done, anchored in 14 fathoms, *ſand*;

The *Cupola Rock* bearing . . . N by E½E,
The *Peak* on *Alexander's Iſland* . . SW, about 12 miles off:

fine moderate weather, wind SW.

At noon of the 1ſt, weighed with the wind at SSW, and ſtood to the eaſtward, into 10 fathoms, *ſand*, about 5 or 6 miles from the ſhore. E of us lay a *group* of *four islands*: *three* of them, *pretty high*, I call the *Three Sugar-loaves*.

At ſunſet the wind enabled us to lie up S and SSW.

Stood

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Stood on till 8; then finding the tide ſet NE, anchored in 8 fathoms, *ſand*. In the morning there appeared a *long pleaſant island*, with no *hills*, but *gentle riſings*; I call it *Keble's Island*; its extremes bore from S by E to E; to the northward of it is a *hummock island*, with a *white rock* disjunct from it a ſhort mile: ſee *View*, No. 40, where, to the left, *two* of the *Sugar Loaves* already mentioned appear pretty cloſe together. At the extreme of the *View* No. 40 appears a *diſtant remarkable peak*; the ſame *Sugar Loaves* appear in No. 38, where poſſibly what I call the *Shoulder* in No. 38 is the *diſtant remarkable peak* in No. 40 (y). There is a great reſemblance between the *White Rock* in No. 40, when ſeen at a diſtance, and *that* which lies at the *mouth* of *Fiſh Harbour*: ſee *Views*, No. 26 and 33. To the eaſtward of *Hay's Island*, near which the *White Rock* lies, there is a *deep bay*, extending for 8 or 10 miles by computation.

Sept. 2d. Kept working to the ſouthward, with moderate weather, taking advantage of the tide. At ſunſet of Wedneſday the 2d September we were in 9 fathoms, *ſand*;

The extremes of *Keble's Iſland* bearing .	S.
Alexander Iſland	W½N.

I ſuſpect that what I lay down as *one island* with that name, having a *peaked hill* on it, is a group of 3 or 4 iſlands: if ſo, there muſt certainly be good roads for ſhipping between them; and doubtleſs where all round the ground is ſo good, it cannot be expected, there, to be bad. At ½ paſt 7 anchored in 7 fathoms, *ſand*.

At 2 in the morning weighed and worked to the ſouthward, with the ebb tide; and at 8 came to anchor in 10 fathoms;

The *Peak* on *Alexander's Iſland* bearing .	W by N.

At anchor we could juſt ſee *Sayer Islands*.

A ſpirt of wind coming from the NW, at 10 AM weighed; but in ½ an hour came to anchor again, in the ſame depth, 10 fathoms, *ſand*. Could ſee land to the ſouthward, which I take to be *Junk Ceylon*, called by the natives *Jan Sylan*.

On

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Sept. 3d. On Thurſday, 3d September, had variable winds from SW to WNW, with ſome rain; weighed, and lay up to the ſouthward, ſometimes SSW.

At ſunſet

The *iſland* I took to be one of the *Sayers* (a *hump* by itſelf) bore WNW.

At 8 we anchored in 10 fathoms, *ſand*; it was pretty moderate all night, with a ſwell from the WSW.

At 3 in the morning weighed, with the wind at weſt, ſtood NNW, with the ebb tide under our lee; the wind then heading us, as we wiſhed, tacked and ſtood SW and SSW, had freſh ſqualls, at times, with rain.

At 8 AM, ſaw a *ſpot* of *breakers*, extending about ½ a mile; they lie diſtant from the *main* about 3 or 4 miles, and were from the veſſel 2 miles. This *bank* of *ſand* or *rocks* (we could not diſtinguiſh, on which the ſea broke very high) lay in a NNE and SSW direction, about 1 mile in length, bearing from the *Hump* already mentioned as being one of the *Sayers*, ENE.

The *entrance* of a *bay* on the *main* bore from this *ſhoal* E by S, at the *mouth* of *which* is a *perpendicular rock*, very remarkable; on the north ſide of the *entrance* of *this bay*, the *trees* are *as even* as a *clipped hedge*, like the *lands* on *Sumatra*, near *Lucipara*, and on the ſouth entrance they are gently riſing. See *View*, No 41.

I take this bay to be near that part of the *coaſt*, called *Baniger* in the *Directory*. Hence we could ſee an *Island*, that is alſo laid down in the Directory, about 4 leagues weſt of the north part of *Junk Ceylon*; it bore S by E a good way off.

4th. At ſunſet, Friday the 4th, the *Hump* already mentioned, being next ſouth of *Alexander's Island*, bore NW by W, from 22 fathoms, *ſand* and *mud*; lay up W and WNW, had much rain in the night;

 the

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the wind ſhifting to W by N and WNW about 1 in the morning, with freſh ſqualls and a great ſea, kept under courſes with the fore-top ſail ſometimes ſet; towards morning the wind ſtill favoured us, and I ſuſpect a current alſo; for, at day-light I ſaw, with great ſatisfaction, the *iſland* mentioned, as lying off the *north part* of *Junk Ceylon*, bearing E, and the extremes of *Junk Ceylon* from SSE½E to NE by N, having then 32 fathoms *ſand* and *mud*; the *iſlands* of *Sayer* out of ſight.

September 5th. On the 5th, had hard ſqualls from the W and WNW, with which we weathered *Pulo Rajah*, and bore away for *Queda*; found *Pulo Rajah* bear from *Pulo Bouton* NW: in the *Directory* it lies N by W½W; had a ſtrong current in our favour, ſetting SSE, and a ſtiff gale at NW by W, from the ſouth part of *Junk Ceylon* to *Queda*. See Plate RY.

ACCOUNT OF QUEDA, AND THE ISLAND PULO PINANG, CALLED PRINCE OF WALES's ISLAND.—KING OF PERA.

QUEDA lies in 6° 10′ latitude, on the eaſt ſide of the *Bay* of *Bengal*, at the mouth of a river that will admit of a veſſel of 12 or 14 feet water, on the ſprings, over the bar, which is *gravel* and *mud*.

The government is monarchical, under a Malay Mahomedan prince, who, like many other Malay princes, engroſſes almoſt the whole foreign trade of the port, excepting that of an annual Chineſe junk, which pays *a certain ſum only* as duty, and then has leave to trade freely with the inhabitants. This junk imports immenſe quantities of coarſe China-ware, thin iron pans, and many other articles from that country, and exports *biche de mer*, called ſwallow, ſhark's fins, edible birds neſts, rattans, tin, rice, dammer, tortoiſe-ſhell, deers ſkins and ſinews, bullocks and buffaloes hides and horns, jerked beef, and many other coarſe articles.

The town contains about 3 or 400 houſes, inhabited by Chineſe, Telingas, and Malays.

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The king has given to the Engliſh *Pulo Pinang* (*Beetle-nut Iſland*), called *Prince of Wales's Iſland*, about 25 miles round, and thirty miles ſouth of his own port, where there is a fine harbour; which ceſſion I believe he now heartily repents; and I doubt not but he invited the Illano pirates, of the *Iſland Mindano*, who lately attacked the ſettlement. Of the Illanos a particular account is given in my Voyage to *New Guinea*. The king's merchant and miniſter, in 1783, was named Jemmal, a keen Chulia.

At *Queda* there is great plenty of rice, bullocks, buffaloes, and poultry; but not ſuch abundance of fruit and vegetables as at *Atcheen*, of which place more will be ſaid hereafter.

Queda is a flat country, favourable for the cultivation of rice; a hill, north of the town and inland, called the *Elephant*, favours the navigator's approach; alſo the ſmall iſlands called *Peers*, 20 miles weſt of the bar, covered with trees, and good regular *mud* ſoundings a great way off, even by night, indicate the diſtance to the mariner.

Pulo Pinang has plains and gently-riſing hills, with a good ſoil, and was formerly inhabited, as we may judge by the names of places ſaid to exiſt in thoſe days; but of which no veſtige now remains, except perhaps ſome fruit trees, *Batoo fringey*, *Tellu batang*, *Sungy pinang*, *Tellu kumbock*, *Tellu be lappas*, and *Sungy karuang*. The iſland produces tin, dammer, rattans, poon-maſts, various kinds of timber fit for ſhip-building, and the tree that gives an oil called *karuang*, good for many uſes.

Our ſettlement * there is governed by Captain Light, a very worthy gentleman, much beloved by the Malays; and I dare ſay it will ſoon be a place of great conſequence and reſort, as it contains at preſent many thouſand inhabitants; Chineſe from *Queda* and *Malacca*, Telingas, Moors, and Malays.

* I have learnt from Captain Anderſon of the Honourable Company's ſhip Admiral Hughes, that the climate of *Pulo Pinang* is found to be exceedingly cool and favourable to European vegetables, and that the ſettlement thrives: he was there in 1790. A good bullock may be had for 8 or 10 dollars.

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Abreaſt of the north part of *Pinang*, called *Flat Point*, is the river *Pry*, that goes about 20 miles through a flat country, with a very winding courſe, of 6 reaches or links, very like the river *Forth* in *Scotland* from *Stirling* to *Alloa*; I once rowed up it in 1782* to where it ſuddenly diminiſhes to a brook. The river *Pry* is not ſubject to ſwell, as the river next north of it frequently is, called *Qualo Moodo*; which river going far into the country is often very rapid, and has a bad bar; whereas *Pry River*, more ſheltered by the *Iſland Pinang*, has a mud bar, with 12 or 13 feet water on the ſprings, is never rapid, and has about 3 fathoms depth up to near its diminutive ſource. Freſh water may be had ſeveral miles above the bar, according to the time of tide; and it is ſaid to have a croſs creek communication with *Qualo Moodo* river. *Pulo Pinang* abounds with excellent fiſh, generally of the flat kind; and where freſh brooks run into the ſea from the iſland or main land, oyſters are found in abundance, where the

* To do juſtice to the character of the late Governor General of *India*, who managed our affairs in that country with ſuch conſummate wiſdom and policy, and who, though ſurrounded with an hoſt of foes, aſſiſted by the French and Dutch, and encompaſſed with dangers from every quarter, which threatened the extirpation of the Britiſh nation from *Indoſtan*, yet roſe ſuperior to them all, and by his wonderful exertions ſaved that empire—to do juſtice, I ſay, to the character of Mr. Haſtings, I cannot help relating, that he ſent me in a Johanna boat, her planks ſewed together, but decked and rigged as a ketch, ſometimes as a ſhip; being looſe, ſhe ſailed faſt, ſpreading a deal of canvas for her burden, which enabled me to avoid every thing I choſe: and there were many privateers, both Dutch and French, in the *Bay* of *Bengal* at the time. My orders were to get news of the enemy. Having learnt at *Queda*, in December 1782, that Mr. Suffrein was at *Atcheen*, and was not gone to *Mauritius*, as was thought, I concluded he would croſs over immediately to the coaſt of *Coromandel*; and therefore ſet off and arrived at *Vizagapatnam* on the 20th of December, whence Claude Ruſſel, Eſq. the chief, communicated the intelligence both to the northward and ſouthward; and doubtleſs, the information ſaved many rice veſſels from falling into the enemy's hands, as the French fleet did appear off *Ganjam* in a few days; and paſſing that way, I had very near been taken; but my oars and water-engine ſaved me. Their ſhot went over the veſſel ſeveral times: in any other veſſel I muſt have been taken. Having got to the *Ganges*, I ſtopt many rice-veſſels from going out at a very critical time. It was in this veſſel, called the Fly, that I rowed up *Pry River*, being chaſed by a Dutch cruiſer from *Queda Road*; but I diſappeared preſently in the river, whilſt he thought, I ſuppoſe, I had gone through the ſtrait between *Pulo Pinang* and the *main land*.

The Fly ketch was afterwards overſet and loſt at *Calcutta*, during a north weſter, with ſeveral other veſſels.

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freſh and ſalt waters mix: a delicate ſmall oyſter alſo incruſts the rocky ſhores of the iſland, above low-water mark, with which a boat preſently gets a loading, like what is found in the *Mergui Archipelago*, at the *Bonnets*.

The iſland is often refreſhed with cool breezes from *Gunong Jerry*, a high hill on the oppoſite *main land*; whilſt at *Queda*, in the months of January and February, the lands are parched for want of rain. The *Boonting Iſlands* lie between *Pulo Pinang* and *Queda*, and there are good *mud* ſoundings all the way. I now heard of the tragical fate of Meſſrs. Overbury and Coſſan, which will be hereafter related. Jemmal ſpoke of it with great reſerve.

Weſt of *Queda* about 45′ is *Baſs Harbour*, formed by ſeveral iſlands, of which a plan is given, alſo of *Pulo Ding-ding*, and the *Sambolong*, or *Nine Iſlands*. If a ſhip wiſhes to ſend for water behind the Dutch ruined fort, ſhe had better go into ſhelter behind *Ding-ding*, than lie without; becauſe, at night, it often blows hard from Sumatra, during the SW monſoon: leave the *Fairway Rock* on the right, and anchor behind the iſland in 7 or 8 fathoms water, where ſhe will lie ſmooth; *mud ſoundings* all the way.

Pulo Ding-ding and the *Pulo Sambolong*, Nine Iſlands (there being exactly that number), lie at the entrance of *Pera River*. The ebb tide runs ſtrong, near the mouth of the river where it narrows, eſpecially after rain; it will admit a veſſel of 12 or 14 feet draught of water, but the bar requires attention, being ſand only: there is but one dangerous ſhoal in the river, which is laid down in the plan: keep on its ſouth ſide. In other reſpects, the river above this ſhoal is navigable with ſafety, having a continued *muddy bottom* and *ſides*, up to where the Dutch have reſettled their factory at *Tanjong Putus* (Broken Point). The country is flat, conſequently favourable for the cultivation of rice, and abounds with the *aneebong* tree, fit for many uſes; it gives at the head a cabbage. I carried ſeveral bags of the ſeed to *Bengal*, but they did not grow, for what reaſon I cannot tell. Cattle and poultry are not near ſo cheap here as at *Queda*; but oyſters are to be had in quantities near the river's mouth,

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mouth, and great plenty of excellent flat fiſh, as at *Pinang*. The Dutch contract with the king for all the tin, at 10 Spaniſh dollars per pecul; but much of it is ſmuggled to *Pulo Pinang* by way of *Laroot* and *Qualo Conſow*. *Gunong gantong* (Hanging Hill) is remarkable, near *Laroot* river, on the bar of which is ſaid to be 3 fathoms water.

I went up in a country covered boat from *Tanjong Putus*, where the veſſel lay, to pay my reſpects to the king of *Pera*, who received me in a large upper-room houſe with great ſtate, having about 20 guards in the room, dreſſed in black ſatin garments embroidered on the breaſt with a golden dragon; they wore mandarin caps, and appeared altogether in the Chineſe ſtyle: ſome were armed with halberts, ſome held pikes in their hands, and a few had muſquets without bayonets. The king made me ſit on a chair before a ſofa on which he ſat himſelf; his courtiers, about 12 or 14 in number, all ſtood. After ſome little converſation, the king aſked me if the Dutch meant to return to *Pera*: I anſwered that I believed they did; on which he looked grave: he then withdrew; and his brother entertained me with a cold collation, at which two more perſons ſat down. I had preſented the king with two pieces of Bengal taffeta, and found, when I got into the boat, a large preſent of jacks, durians, cuſtard apples, and other fruit. I left *Pera River* in December 1783. Much rain fell in November.

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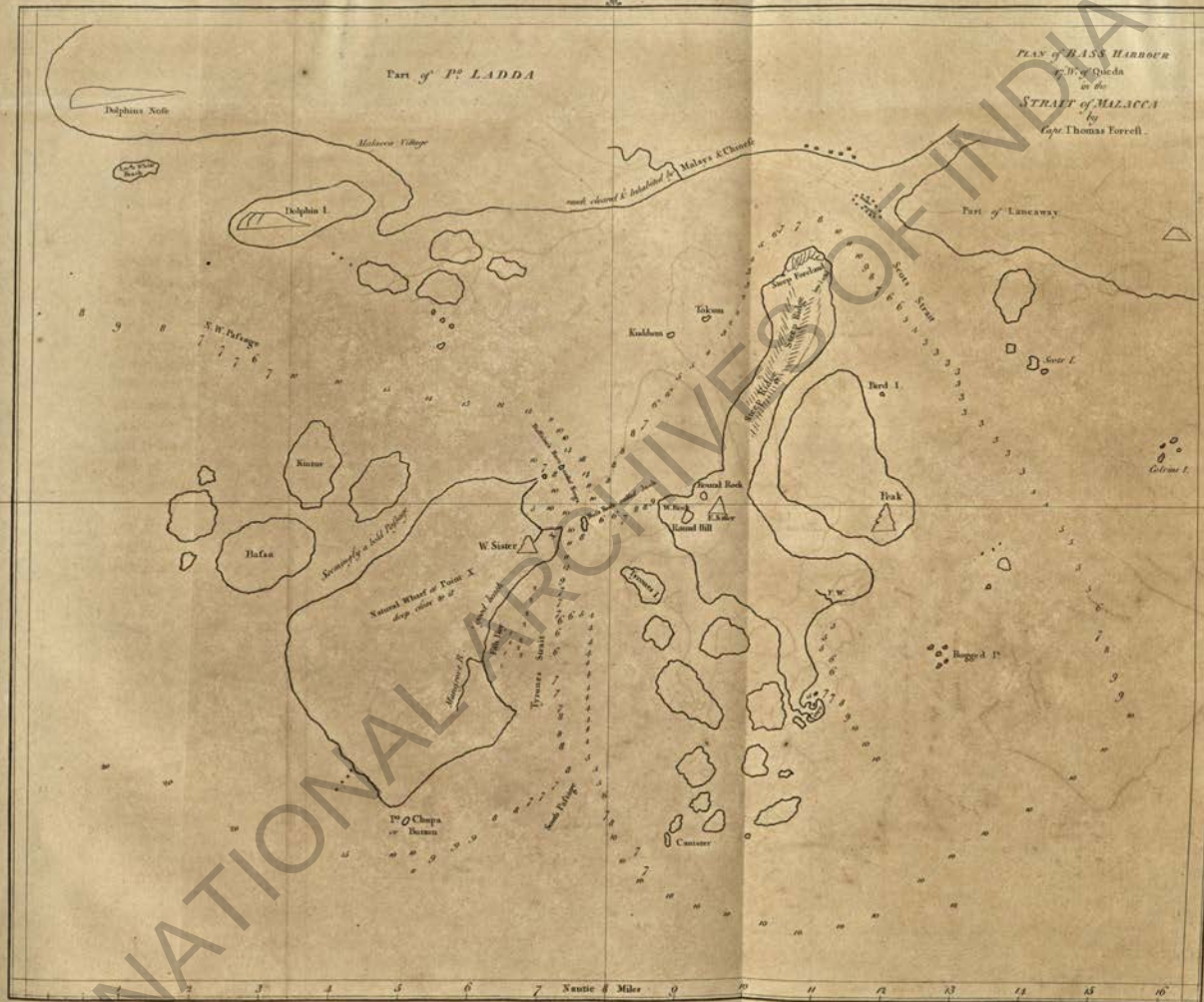

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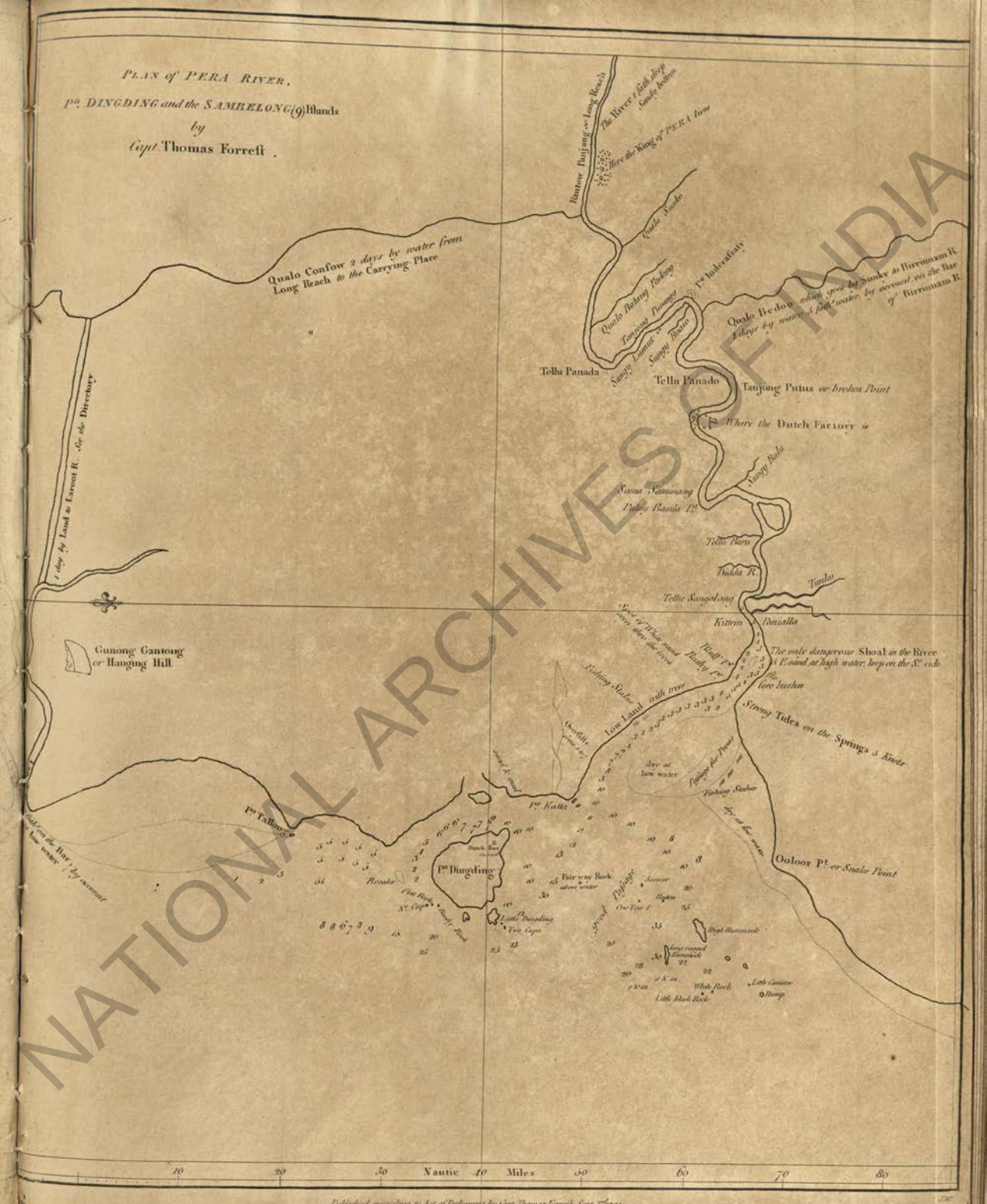

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Published according to Act of Parliament by Capt. Thomas Forrest Sept. 5th 1791.

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ACCOUNT

OF THE

ISLAND JAN SYLAN.

Situation—extent—name—Popra Harbour—Pulo Panjang—Strait Leheer—Terowa Village—government—villages—population—visit the governor Pee-peemont—fruits—animals—climate—opium—trade—pagoda—Tellopys—money called poot—governor's monopoly of trade.

HAVING been sent in 1784, by the *Bengal* government, to make a settlement at *Rhio*, by the king's invitation, I learnt in my way thither, from a Malay prow at *Pulo Ding-ding*, where I touched for water, that the king *Rajah Hadgee* was slain, at the siege of *Malacca*, which place he had attacked: upon which I returned and touched at *Jan Sylan*.

The *Island Jan Sylan* (called *Junk Ceylon* in our maps) is situated on the east side of the *Bay* of *Bengal*, and is divided from the continent by a narrow isthmus of sand about a mile in length, and half a mile in breadth, which isthmus is covered only at high water (the tide rising on the springs about 10 feet), and shuts up on the north part, an excellent harbour, called *Popra**.

The island extends from the latitude of 7° 50′ to 8° 27′ N lat. and is about 40 miles long and 15 broad, lying in a direction ESE and NNW, having good anchorage all round it generally on a *muddy bottom*.

* A vessel drawing 20 feet water may get in on the springs over a mud bar.

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The name *Jan Sylan* is a corruption from *Oojong Sylan* (point or promontory of *Sylan*), the ſouth point projecting a little way into the ſea; and probably the name was given to it before it became an iſland at high water, and before it was disjoined from the continent, as it is at preſent: the word *oojong* being a Malay word ſignifying point, and the inhabitants in general ſpeaking Malay, from their intercourſe with that people, had it been conſidered as an iſland, the word *pulo*, ſignifying iſland in the ſame tongue, a word of eaſy pronunciation, if once affixed to it, would moſt probably never have left it.

There are ſeveral ſmall iſlands adjacent to it, from one to ſix miles in circumference; and one beautiful iſland lies about ſixteen miles eaſt of it, called *Pulo Panjang (Long Iſland)*: it is about 23 miles long, and 8 broad, of moderate height, gently ſloping from the middle to the ſea on each ſide. *Pulo Panjang* is divided from the *main* by a ſtrait called *Callat Lebeere (Throat Strait)*, with 2 fathoms water in the ſhalloweſt part.

Jan Sylan has no high hill upon it, but ſeveral of moderate height; and, as may be expected from its ſize, no conſiderable river; but ſeveral creeks that run to the ſea, generally through flat marſhes of mangrove trees, from pleaſant brooks in the interior parts; they keeping purpoſely the ſkirts of the iſland in a ſtate of nature, I ſuppoſe, to prevent invaſion; and their veſſels conſiſt only of a few prows about the ſize of Indiamen's long-boats, and ſmall canoes, that find their way up theſe creeks, to the well-cultivated plains abounding with rice fields in the middle of the iſland.

Beſides the harbour of *Popra* above-mentioned, there is another capacious harbour on the ſouth-weſt part of the iſland, as the natives informed me; but I never was in it. The place where ſhips generally anchor is in a good road, well ſheltered behind a ſmall iſland now joined to the main iſland at low water, lying in 8° 10′ N lat. On the *main* oppoſite to this iſland is a creek that leads to the village of *Terowa*, conſiſting of about 80 houſes, on a plain,

through

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through which runs a pleaſant brook, with many windings, over a gravelly bottom.

After having with much difficulty got up this narrow creek, where oars cannot be uſed, on the upper part, paddles only, and perhaps againſt a ſtrong current, one is much pleaſed to reach the pleaſant rivulet above-mentioned; and here reſides *Pee-peemont*, the governor, or viceroy, from the court of *Siam*. This governor, when I was there in 1784, had three aſſiſtants, or perhaps rather colleagues, as they partook of his power: their names were *Pee-Tukerat*, *Pee-Siring*, and *Pee-Lancrac*. Each of theſe officers had about ſixty followers, a kind of retainers, who in a great meaſure live on the community; for, receiving little pay, they oppreſs the inhabitants: their arms are a muſquet and bayonet, ſword and dagger. I have often ſeen them attending their maſters at *Pee-peemont*'s houſe, where they all met frequently upon buſineſs.

The names of the towns or villages upon the iſland, are, *Terowa*, *Bankian*, *Bandan*, *Popra* (where is the harbour already mentioned), *Nanay*, *Bandpon*, *Tyang*, *Tirtulay*, *Bankonian*, *Banktan*, *Bandrun*, *Sagoo*, *Bringing* (this laſt produces tin); alſo *Kakoing*, *Patrit*, *Tallong*, and *Patong* (theſe four laſt alſo produce tin). The inhabitants of the whole iſland may be in number about 12,000 ſouls.

About eight miles inland, from *Terowa*, in a NW direction nearly, *Pee-peemont* has a country houſe, built, as all their houſes are, of timber, and covered with palm leaves, an univerſal covering in Malay countries.

I travelled thither with Capt. James Scot, who reſided then at *Terowa*, on ſome commercial buſineſs, his veſſel lying in *Popra* harbour, a very ſenſible and intelligent gentleman, to whom I was much obliged for his civilities and ſervices on many occaſions. We travelled on an elephant, through a path worn like a gutter, in ſome few places, where it was over a flat rock, the path being worn by the elephants feet, and ſo narrow as not to be above an inch or

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two wider than his hoofs: I wondered how the huge animal got along. This bad road was for a very little way through the ſkirt of a wood; and about two miles from Terowa we got into the open country again, full of rice fields, and well watered, yet not ſwampy. In about three hours we reached the governor's houſe, which is larger and more commodious than the one at *Terowa*, and ſeven miles diſtant from it. In his garden we found limes, oranges and pummel noſes. *Chyſong*, the ſon of a Chineſe with whom I lived, told me the iſland produced moſt tropical roots and fruits; and I am perſuaded many of our vegetables might be raiſed, the climate is ſo cool; very like what it is at *Pulo Pinang*.

The governor gave us a very good dinner, but did not eat with us. He did not ſpeak Malay, but had a linguiſt who ſpoke Portugueſe. Our drink was the water of young coco-nuts and ſherbet. After dinner we were entertained with three muſicians, who played on ſuch like ſtring inſtruments as the Chineſe play on at Canton. Having drank tea we took leave.

They have a good many elephants, which they get from Mergui; none wild, no horſes; they have bullocks and buffalos for labour; wild hogs and deer, a few tame goats, no ſheep, domeſtic dogs and cats. They have the common poultry, but not in abundance. The climate is very agreeable; no violent heats; the rains come on gently in July, and continue until November, with frequent intermiſſions: fine weather then ſucceeds, with very cool north-eaſt winds at night, which muſt be favourable to the cultivation of vegetables, as it is at Calcutta.

The vend for opium on this iſland was thirty or forty years ago very great, as this was then a free port. The opium came from *Bengal* generally in Engliſh country ſhips, and was bought up by Malay and Buggeſs prows, who, after having ſold a mixt cargo by retail, to the natives for tin (in doing which they ſtaid many months, and hauled up their prows to repair), they then exchanged their tin with the Bengal veſſels for opium, which they carried

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wards, I ſaw him in a lay habit, romping with other boys at the river ſide: my linguiſt aſked him, at my deſire, why he left the *pagoda*; the boy laughed, gave no anſwer, but ran off with his companions. *Chyſong* told me they did ſo ſometimes at *Siam*, but not often.

Certain pieces of tin, ſhaped like the under half of a cone or ſugar loaf cut by a plane parallel to its baſe, called *poot*, are uſed on the iſland as money; weighing about three pounds, with their halves and quarters of ſimilar ſhape: if attempted to be exported without paying duty, they are ſeizable. This encourages ſmuggling. The value of tin is from 12 to 13 Spaniſh dollars the *pecul* of 133lb. put on board clear of duty.

Whilſt I was here, a Bengal ſhip, Captain Lloyd, came in with piece goods: the captain ſold them to *Pee-peemont*; no doubt partly on account of the king of *Siam* or his miniſters. All Malay princes are merchants; which ſelfiſh policy ſtarves their ſubjects. It however gives diſpatch to the country ſhips, and they pay no duty. As ſoon as the goods are landed, the king's merchant ſells them perhaps for an advance of 25 *per cent.*

All ſorts of Indian coin paſs here; but they are fondeſt of Spaniſh dollars. They have not in uſe the *petis*, or caſh, the leaſt valuable of coins, uſed at *Atcheen*, *Sooloo*, *Carang Aſſem on Bally*, and many other Malay places: theſe ſmall coins are of great ſervice to the poor, as *cowries* are at *Bengal*. At *Atcheen* they are cut out of ſheet lead, about the ſize of a ſixpence, and are rudely ſtamped with a certain mark; about 600 or 650 go for a dollar. At *Sooloo** and *Carang Aſſem* they are of copper, with a hole in each, ſeemingly of Chineſe manufacture; and from 4 to 500 paſs for a dollar.

The people of *Jan Sylan*, though they generally underſtand the Malay tongue, from their intercourſe with that people (greater formerly than now), ſpeak the Siameſe language, and write as we do

* At *Sooloo* they have a copper coin, with a bit of ſilver, very thin, fixed to it; it is called *Miſſuroo*.

from

from left to right. They write remarkably ſtraight, though without lines.

They reſemble in feature the Malays, with a good deal of the Chineſe look; are well made, rather ſlender. They are allowed to marry as many women as they can maintain; but the firſt wife rules the houſehold, as in *China:* and, as in *China* and *Pegu*, no woman can leave the country. *Chyſong* had but one wife.

In moſt Malay countries where I have been, *Atcheen*, *Salengore* in the *Strait* of *Malacca*, *Pera* weſt of *Salengore*, and *Queda*, as I have already obſerved, the prince of the country is the chief merchant; ſometimes the only one of conſequence. *Rhio*, an iſland in the *Malacca Strait*, where I never was, has, I am told, the ſame policy: a partial exception to this at *Atcheen* will be hereafter mentioned.

In former days, as we are informed by Commodore Beaulieu in his voyage in 1619 to *Atcheen*, publiſhed by Harris, we find *Atcheen* to be a place of greater conſideration than at preſent; and before Beaulieu's time, in 1606, a Portugueſe fleet, under Martin Alphonſo, landed a conſiderable force, which was defeated by the Atcheeners, the Portugueſe having loſt 300 men. We are alſo told that, in 1615, the king of *Atcheen* fitted out a fleet of 500 ſail, of which 100 were large galleys, furniſhed by his Orankayos (men of ſubſtance); the whole force being 60,000 men: a deſperate engagement enſued, in which the Atcheeners loſt 20,000 men. Allowing theſe accounts to be true, and Mr. Marſden, in his late juſt account of the iſland *Sumatra*, gives his authorities, the kingdom of *Atcheen* ſeems to have dwindled as much as their former enemies and rivals, the Portugueſe, in India.

NATIONAL ARCHIVES OF INDIA

Published according to Act of Parliament by Thos. Forrest July 21st 1791.

J. Walker, Sculpt.

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ACCOUNT

OF

ATCHEEN.

Name—extent—magnitude—revenue—manufactures—king's monopoly of trade—excellent fruits—trade of the Chulias—imports—king's appellation—officers of ſtate—money—weights and meaſures—exports—induſtry of the Chulias—fiſhing boats called Kolay—Jellore—Ballellang—Banting—face of the country—ſwelling of the river—excellent horſes—depth on the bar—ſalt golas—Maldivia boats—dried bonetta—king's palace (Dallum)—Surat Paſſage—Nalaboo, very ſmall fiſhing boats—Sooſoo harbour—Bombay ſhip—Portugueze trade—country ſhips—two Engliſh veſſels cut off at Pedir—Atcheen treachery; horrid murder of five Europeans—audience of the king in 1764*—preſents—king's appearance—reprehenſion from the miniſter—king's politeneſs—preſents returned—embaſſy from Bencoolen to Atcheen in* 1772*—troubles in the town—embaſſy proves abortive—viſit Atcheen in* 1775*—king's illneſs—viſit Atcheen in* 1784*—audience of the king, ſultan Ooladine—his remarks on gun carriages—digreſſion—further intercourſe with the king—fond of muſic—am created knight of the golden ſword (oran-caio derry piddang mas)—take leave—king afraid of his nobles—appearance of the palace—king's character—elephants—moſques—prieſts—puniſhments—ſtrange requeſt of an Atcheener—character of the Atcheeners—no Chineſe at Atcheen—Mr. Marſden's juſt account of Sumatra.*

THE kingdom of *Atcheen*, called *Aché* by the natives, extends from the north-weſt promontory of the *iſland Sumatra* (called *Atcheen Head*, a well-known and bold land-fall for ſhips) to beyond *Batoo Bara River*, on the north ſide of the iſland. On the ſouth-weſt

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weſt coaſt it extends to *Baroos* *, once poſſeſſed, but now abandoned, by the Dutch.

Formerly it certainly extended much farther on this ſide; as we find, in 1619, Commodore Beaulieu got a permit from the king to load pepper at *Ticoo* †, lying ſome miles ſouth of the equator. Inland, the kingdom extends not ſo far as on either ſide of the iſland; and terminates at *Sinkel*, where the *Batta* ‡ dominion begins. It contains altogether an area of about 26,000 ſquare miles, lying in a triangular ſhape; and is ſheltered by a range of hills that runs from the head or promontory to the ſouth-eaſt, and another to the ENE; the lands between being very fertile, and much better inhabited than any other equal portion of the iſland.

* Behind an iſland off *Baroos*, called *Pulo Carang* (Stony Iſland), there is good ſhelter in 10 fathoms, *mud*; the inner end of the iſland, which muſt be left on the left hand going in, bearing weſt, and the caſcade on *Mazular* (very remarkable, about 400 feet high) bearing SE by S½S. After ſunſet, but before dark, many large bats go from this iſland to the main land. They return early in the morning, and ſleep all day hanging to trees by their hooked wings.

† Behind the *Ticoo Iſlands*, and behind the *Priaman Iſlands*, there is alſo ſhelter againſt NW and W winds, for ſhips of any ſize. They are ſmall, low, and covered with trees.

‡ The *Battas* are a well-meaning, ignorant, ſimple, people. The *Malays* and *Atcheeners* have the addreſs to perſuade them that they ſettle at the mouths of their rivers to defend them from invaſion (from white men eſpecially); whereas, it is to enjoy the monopoly of the camphire and benjamin, which they gather near *Sinkel River*, *Baroos*, and *Tappanooly*. What Mr. Marſden ſays of the *Battas* being cannibals, I have great reaſon to believe.

Trading once at *Sinkell* for benjamin and camphire, with *Babamallum*, a reputable *Malayman*, I purchaſed from him a *Batta* ſlave, who ſpoke good Malay; I named him *Cato*. In the many converſations I had with *Cato* about his countrymen, I beg leave to relate one ſhort ſtory he told me, which may be called the progreſs of cannibaliſm.

Babamallum had a favourite wife or concubine ſtolen from him by a *Batta*, who ſold her. The thief was taken, and executed according to the *Batta* law for ſuch a crime; that is, he was tied to a ſtake, and cut to pieces by numberleſs ſwords. They roaſted pieces of him on the fire; and *Babamallum*, a civilized Mahometan, put a bit of his roaſted fleſh into his mouth, bit it with anger, then ſpit it on the ground.

I dare ſay *Cato* did not invent the above: had he ſaid *Babamallum* ate it as food, ſeaſoned with ſalt and lime juice, as did the executioners, I ſhould not have believed him.

The

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The king's revenue ariſes chiefly from import and export duty, and may be about 3000l. a year. He has alſo a ſmall acknowledgment of rice from the land in general; and has, beſides, the rents of royal domains, which are but trifling.

His nobles draw a revenue from their reſpective diſtricts, of which they are feudal lords, levied on the land and the induſtry of the inhabitants.

They manufacture from cotton of their own growth a ſpecies of cloth, chequered blue and white, which the better ſort wear univerſally for drawers, whilſt the common people wear coarſe Madras long cloth unbleached. They alſo make a ſpecies of ſilk, very handſome and very dear, compared with the ſlighter taffetas of *Bengal*, of which they buy large quantities from the country ſhips that import that article. They alſo caſt excellent ſmall braſs guns, called *rantacka*; and are curious in fillagree work, both in gold and ſilver.

Being at *Atcheen* in 1762, I enquired particularly of a Jew linguiſt, named *Abraham*, why the *orankayos* (men of rank and ſubſtance) were not allowed to trade freely, as they did many years before. He ſaid the kings of *Atcheen* had always lived on very bad terms with the *Orankayos* who got rich by trade; and, to leſſen their conſequence, his miniſter adviſed him to be ſole trader himſelf; which counſel he imprudently followed, and by that means has impoveriſhed his kingdom in general, that makes no figure at preſent to what it did formerly. It is true, in trading with the prince's miniſter, whom they call *Shabander* (a word they adopt from the Dutch, of, I believe, Spaniſh origin), they pay no duty in or out. What then? whilſt the captain or ſupercargo can deal only with one perſon, he muſt ſubmit to his price. This mode, however, has its convenience, as already hinted at; and, if the king's terms are too hard, the ſhip can go elſewhere. The king monopolizes the groſs ſale of all the opium, and farms the retail ſale of it alſo, all over his dominions: much is ſold at *Nalaboo*, of which place more will be ſaid.

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Here, at *Atcheen*, is a profuſion of all tropical fruits, eſpecially manguſtines, rambuſtines, mangoes, jacks, durians, lances, pine-apples, limes, and oranges; and the worſt kind of bread-fruit. Of vegetables they have bredy, a kind of ſpinage; lobucks (the Spaniſh radiſh); large purple brinjalles, yams both red and white, and the *St. Helena* yam called *clody*; and many different ſorts of beans, like what we call French beans (*kalavances*); alſo a ſmall kind of onion. The mangoes have a thin ſtone, and are excellent; not ſtringy, as often at Madras. The Chulias, for ſea uſe, lay in here a great proviſion of ſalted limes, of which they can buy 2 for a *petis*, or 10 or 1200 for a dollar *. Bullocks 12 dollars a head; ducks, 6 for a dollar; fowls, 8 or 10.

The Chulia Cling or Mooriſh veſſels come yearly from *Porto-novo*, on the coaſt of Coromandel, and other places, to the number of 12 or 15 ſail of ſnows, generally of 200 and 300 tons. They come in Auguſt and September, and return in February, March, and April, during the fine weather; a Mooriſh ſhip comes alſo annually from *Surat*.

They bring piece goods of all kinds, chiefly long cloth, white and blue; chintz, with dark grounds; and a great deal of coarſe long cloth unbleached †. They ballaſt with ſalt. During their ſtay they lie in a ſmooth road made by the iſlands that lie off *Atcheen Head*, keeping off the SW wind and ſwell. During the NE monſoon, the ſwell from that quarter is inconſiderable, and the weather is fine.

* Weſt India captains of ſhips might here take a hint, as limes rot under the hedges in the Weſt India iſlands. The Chulias make four or five inciſions long ways into the ripe lime, and put into each a little ſalt; after lying 48 hours or more, they with the hand give each lime a ſmart ſqueeze, then lay them to dry in the ſun for ſeveral days: they expoſe the extracted juice alſo, that all the watery particles may be exhaled. They then put up the limes in jars, pour back the juice upon them, and fill up with more juice, or good vinegar, often had from the coco-nut tree. The lime thus preſerved they call Atchar. This given on board ſhip, with leſs ſalt meat, would ſave many a poor ſailor's life.

† Which they call *Cain Gadjaw* (elephant cloth), as being coarſe: in London we call very large paper, elephant.

Theſe

Theſe people, often called Malabars, becauſe they ſpeak that language as at Madras, have their privileges, and no doubt ſtretch them to the utmoſt. On their arrival they immediately build, by contract with the natives, houſes of bamboo, like what in *China* at *Wampo* is called *bankſhall*; very regular, on a convenient ſpot cloſe to the river, to which their large boats of 8 or 10 tons burden have eaſy acceſs. Theſe boats being too large to hoiſt in, they tow them over from *Coromandel*. This ſpot is railed in and ſhut at night for fear of thieves.

After the uſual preſents are made, the king's officers attend duly at the landing of goods. The bales are immediately opened; twelve in the hundred are taken out for king's duty, and the remainder being marked with a certain mark (*chapp*) may be carried where the owner pleaſes, and ſold in any part of the king's dominions. The *Chulias* at *Atcheen* ſell at leiſure, ſhewing their goods to the natives in as dark a part of their ſhop as they can. I have bought at *Atcheen*, in 1772, of *Poſally*, the king's merchant, blue cloth, as cheap as it was to be had at *Madras*. This is owing to the *Cling* (*Telinga*) people laying in their inveſtment with leiſure, care, and frugality. No European, Engliſh, French, or Portugueſe, can ſell near ſo ſo cheap as they. Chulia veſſels pay alſo port duties.

Talking of the king they call him *Tuan-kito*, which compound Malay word means my maſter. There are five great officers of ſtate, who are named *Maha Rajah*, *Luxamana*, *Rajah Ooda*, *Ooloo Balang* and *Parka Rajah*. Under theſe are ſixteen inferior officers. The government is monarchical and often deſpotic*, according to the abilities of the reigning prince.

The exchange of the lead petis riſes and falls from 250 to 270 for a rupee, and 600 to 650 for a Spaniſh dollar, as has been ſaid. The king calls in theſe petis (caſh) ſometimes, and iſſues new ones with a great profit to himſelf. The legal intereſt of money is 25 *per cent. per annum.*

* See Mr. Marſden's account of *Sumatra*.

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They have a gold coin called maſſiah*, of the ſize of our ſixpence, ſtampt with Arabic characters: but they are not nearly equal to what they paſs for current, being very thin. The Chulias export nothing but gold duſt and dollars, of what may be called valuables; ſometimes they pick up a few ſtray rupees and fanams; but they always get filled up with what in India is called a gruff (bulky) cargo—areka (beetle nut), redwood, gum benjamin, Sinkel, or Barroos camphire, which, if clear and tranſparent, is nearly equal to its weight in ſilver, in *China*. I had a pecul once ſold by Mr. Cox, my agent there, for 1650 Spaniſh dollars: it is alſo valuable on *Coromandel*, being bought by Gentoos for ſome particular purpoſe. They alſo export from *Atcheen*, pepper, ſugar, ſulphur, which is found on *Pulo Way*, a conical high iſland, 4 or 5 leagues from the river's mouth, once a volcano, and elſewhere; Japan wood; dammer, a kind of roſin; rattans, patch-leaf, bang†, which is hemp leaves, and when ſmoked intoxicates. They alſo export many other articles, which European country captains know nothing of. On all theſe they pay an export duty, unleſs immediately bought from the king's merchant. Notwithſtanding which, theſe induſtrious Chulias and Malabars (the appellations are, I believe, ſynonymous) buſtle about amongſt the natives, ſpeak their language‡ (which is not Malay, though to a man the Atcheeners underſtand Malay), give credit for their produce, and by their diligence and management make the trade anſwer. *Po-*

* Five maſſiah is equal to a mayan, and ſixteen mayan to a boncal, which weighs 1 ounce, 10 pennyweights, and 21 grains, troy. Five tayl, an imaginary weight, is alſo a boncal. Twenty boncal is a catty, 100 cattys make an Atcheen pecul, and 3 peculs make a bahar; ſixty-ſix cattys make a China pecul. At *Nalaboo* the boncal weighs 17 mayan. A boncal of clean gold is worth 25 Spaniſh dollars, or about 58 or 60 rupees. In delivering pepper, they uſe a ſquare meaſure called *nelly*, which contains a certain weight or number of cattys; and in delivering beetle-nut, a certain meaſure is ſuppoſed to contain a laxſaa, or 10,000: a chupa is about a quart; 16 chupas make a nelly.

† Laſcars often ſmoke bang by ſtealth; it makes them drunk: country captains always endeavour to prevent it.

‡ The Dubaſhes at *Madras* ſtudy Engliſh, to ſave young writers the trouble of learning the country language: not ſo in *Bengal*.

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ſally, the king's merchant and prime miniſter, is a Chulia man, and all the clerks or men of buſineſs about him are his countrymen. They write on palm leaves as well as paper, are very ſhrewd, and full as good accountants as the Conocoplys at *Madras*, and keep their accounts in the ſame way.

Many of theſe Chulias live at *Queda*, and, no doubt, by this time, at *Pulo Pinang*, which is a beautiful, healthy, and fruitful iſland: I was on it many years ago, before it was ſettled by the Engliſh.

They have at *Atcheen* many fiſhing-boats, in ſhape like a large Thames wherry, ſuppoſed to be raiſed about 20 inches: they are called *kolay*, and have one maſt, and a ſail ſhaped almoſt like a ſhip's top-ſail, with a yard above, hung by a hallyard, about one third from the outer yard arm, and a ſlight round boom below, with a ſheet and one bridle only. If the wind freſhens too much, they with a croſs ſtick like a trunnel, that paſſes through the inner end of this boom, roll up the ſail, ſheet and all, paſſing the lower end of the trunnel forward, then unroll as the wind ſlacks. A tack is faſt to the inner yard arm. I need not ſay the ſail muſt be dipped in putting about, which is eaſily done, whether the ſail is altogether or partly rolled up. I never ſaw any thing ſo convenient in any European boat, in managing which if it blows they muſt lower and reef; here they only roll the ſail up or roll it down. See the figure.

Fiſh, notwithſtanding they have many fiſhing-boats, is not very cheap, as the Atcheeners ſeem fond of that diet. They catch ſeveral miles out at ſea, with nets in thoſe boats, a kind of mackerel, or ſmall bonnetta, weighing from 2 to 3 pounds. I have ſeen worms half an inch long, alive in their fleſh, on the back part, when freſh caught. They go out with the land, and return with the ſea, wind: their cargoes are preſently bought up.

They have alſo at *Atcheen* boats with double outriggers and two maſts; they are called *bidoo* in a general ſenſe, but particularly *ballellangs*

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lellangs and *jellores*: the ballellang is rather the broadeſt. The *banting*, a boat ſo called, with 2 maſts, is tolerably broad, and has no outrigger; thoſe boats that have are comparatively narrow; yet on ſuch they often mount ſwivel guns, and 20 or 30 men: they ſail remarkably faſt, in light winds, alſo in freſh gales, if the water is ſmooth; if in bad weather one outrigger fails, the other ſupports the boat. I have ſeen jellores with only one outrigger, ſometimes to leeward, ſometimes to windward; but not like the ingenious Ladrone prow deſcribed in Lord Anſon's voyage, which ſhifts *ſtem for ſtern*. In boats with one outrigger, on one tack, the outrigger to windward weighs down as in the Ladrone prow; on the other tack the outrigger buoys up the body of the boat; ſo in either caſe ſhe is kept upright.

The country above the town is very highly cultivated, and abounds with inhabitants in many ſmall villages, and ſingle groups of three or four houſes, with white moſques interſperſed. Walking that way, if after rain, is diſagreeable to a European, as they have no idea of roads: but Malays do not mind walking through mud up to the knee, which, however, they are careful to waſh off, when they come to a houſe, before they enter it. The main ſtreet in the town is raiſed a little, and covered with ſand and gravel; but nowhere elſe are the ſtreets raiſed; and even this is ſometimes overflowed by the ſwelling of the river, by ſudden rain on the hills juſt above the town; in which caſe they make uſe of canoes: this often happens, eſpecially during the rainy ſeaſon (our ſummer); but the town, which is on the ſouth ſide of the river, ſtraggles ſo as not to deſerve the name of the capital of a populous though ſmall kingdom. They have an excellent breed of horſes, much valued at Madras; horned cattle and goats, but few or no ſheep. Veſſels drawing under eight feet water can come over the bar with ſpring tides, which is two miles from the town; but cannot go higher than about half a mile, where they ſometimes heave down and repair. Here are many of the king's warehouſes (*golas*) for Telinga ſalt. Many Maldivia boats come yearly to *Atcheen*, and bring chiefly dried bonnetta in ſmall pieces about two or three ounces: this is a ſort of

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ſtaple article of commerce, and many ſhops in the *Bazar* deal in it only, having large quantities piled up, put in matt bags. It is, when properly cured, hard like horn in the middle; when kept long the worm gets to it. I am told it is cured at the *Maldivia Iſlands* by the ſun only. I queſtion whether herrings and pilchards would not anſwer even carried thus far, they are ſo fond of fiſh diet, as Malays in general are. The king's palace (*dallum*), about 100 yards from the ſkirt of the town, and to which there is acceſs by a canal from the river, as well as by land, is about three quarters of a mile in circumference, is ditched round, and is alſo ſurrounded with a ſtrong wall, but not high. A number of large venerable trees ſhade it, with a good many tall bamboos: it is built on higher ground than the town, ſo of courſe it is not ſubject to be overflowed. I ſhall ſay more of it by and by.

I have ſaid, that in the year 1762 I touched at *Atcheen* in my way to *Bencoolen*. The ſhabander, whoſe name I forgot, not agreeing with me about the price of opium, and learning from the linguiſt Abraham, that it was impoſſible to deal with any other perſon, about the beginning of January I ſailed through the Surat paſſage, with the wind at NE, leaving about 12 Chulia veſſels in the road of *Atcheen*, and proceeded to *Nalaboo*, lying in 4° 10′ N lat. Here, during the NE monſoon the weather is remarkably fine, juſt as it is on the Malabar coaſt during that monſoon, There is excellent anchorage in 10 fathoms *muddy ground*, 10 or 12 miles off *Nalaboo*, and 4 fathoms 2 miles off. During the SW monſoon the wind is W and NW, with rain.

When I firſt came near *Nalaboo*, remarkable for a grove of cocoa-nut trees, on a ſmall promontory (yet not above ſix feet higher than the beach or low land) I ſaw in the horizon next the land (being then five leagues off) about twenty ſmall white ſpecks, that ſeemed to paſs acroſs each other: preſently I ſaw each white ſpeck had a ſmaller black ſpeck cloſe to it, and immediately after found I had got cloſe to a fleet of the ſmalleſt fiſhing boats I ever beheld. The white ſpeck was a ſail, and the black ſpeck a man. Theſe ca-

noes

noes fiſh all under ſail, the ſail ſimilar to what I have before deſcribed; the ſingle man ſeated abaft, poiſing his body with great care, unſteps and ſteps the maſt, and ſets the ſail by leaning forward. They ſometimes catch large fiſh, that drag the boat for perhaps half a minute; theſe they tow on ſhore in a ſmall bay between the coco-nut grove above mentioned and river's mouth. I have bought from thoſe fiſhermen, fiſh of all ſizes, very cheap. Into this freſh-water river boats of middling ſize can enter at all times, except dead low water; and Malay trading prows get in, and go a great way up into a plentiful flat country, abounding with rice. Here fifteen fowls are ſold for a dollar; a bullock may be bought for ſix; and good profit may be had on European goods, eſpecially iron, ſteel, and cutlery, alſo Bengal opium, and coſſas of eight and nine rupees value. The king endeavours to monopolize all the trade, but in vain. The gold duſt of *Nalaboo* is reckoned very fine, and the boncal weighs ſeventeen mayan; at *Sooſoo* not ſo fine.

In 1762, I ſold, during a ſtay of about ten days, thirty cheſts of opium to *Limambaly*, the feudal lord of this diſtrict, as the king's officers happened not to be on the ſpot. I got ten boncal a cheſt, which is above 550 rupees: the Calcutta prime coſt was 250 Arcot rupees. Since that time *Limambaly* certainly was at war with the king, about the year 1770. I forgot to ſay, that, during the SW monſoon, which, by the gite (lying) of the coaſt, becomes NW, and blows freſh with rain, the very ſmall fiſhing canoes are laid up, and large Atcheen fiſhing boats (*kolays*) are made uſe of at *Nalaboo*; At *Sooſoo* there is a good harbour, in which I have been.

The king of *Atcheen* gets moſt of his gold from *Nalaboo* and *Sooſoo*, and from *Pedir* within the *Malacca ſtrait* moſt of his beetle-nut and pepper. I was once on board of a large Bombay ſhip, commanded by a very worthy gentleman, Captain Richardſon, who had juſt partly delivered from *Atcheen Road* a cargo of Coromandel piece goods to the ſhabander, and had then on board the king's officers, and was bound to *Pedir* to take in a cargo of beetle-nut. Portugueze veſſels carry much beetle-nut, both whole, and cut and dyed red, from *Atcheen* to *Pegu*.

Engliſh

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Engliſh country ſhips at *Atcheen* trade always with the king's merchant, who is generally the ſhabander or miniſter: this, at leaſt, gives diſpatch; they could not have patience to deal with the natives, as the Chulias do, even were they permitted. Engliſh veſſels have often been cut off at *Pedir*, when trading there without the king's leave; this happened to Captain Bull and Captain Panton, two very worthy gentlemen, commanding veſſels from *Bengal*, about the year 1765. Captain Bull's veſſel was retaken by a ſpirited Serang, when the Malays were off their guard. I am certain, at *Nalaboo*, *Oran Cayo Limambally* had no ſuch intention, as he gained upon me ſo much by his civilities, that I was entirely in his power; but I would adviſe Malay traders never to be off their guard, as I was, and to be moſt upon it when great civility is ſhewn them. At *Nalaboo* I went on ſhore more than once; it was rather imprudent. The kings of *Atcheen*, who ſeem from all accounts to have been formerly cruel and oppreſſive tyrants, perhaps wink at ſuch baſeneſs, perhaps encourage it. The perſons employed are the moſt abandoned, at the ſame time they are of ſmooth addreſs, who, when the plot is ripe, direct their inſtruments how to act; as for example, as I have been told, it once happened to an Engliſh country captain.—"When I call for my beetle-nut box" (*tampat ſeeree*, which is about ſix or eight inches long, and three or four deep), ſays the head aſſaſſin to his ſervant, "that is the ſignal for you to ſtab the captain with the creſs that lies in the bottom of the box covered with beetle leaves." It is the general cuſtom to diſarm the Malays when they come on board to trade: but who would ſuſpect the beetle-box?

The following is an account of one of the moſt horrid conſpiracies I ever heard of; it affects me the more as I was intimate with the ſufferers a few days before it happened. It is irregular in point of time, but a-propos to what I am treating of, the treachery and wickedneſs of Malays in general. In 1784 I waited on the king of *Queda* at *Alliſter*, about one tide above the town, to demand reſtitution of the value of an Engliſh ſnow and cargo, value 5000l. whoſe commander, Captain Coſſan, ſupercargo, Mr. Overbury (a Bencoolen

len civil ſervant), two Engliſhmen, brothers, named May, and the gunner, a Dane, were in one night murdered, September 1782, by one Malay, aſſiſted by one Laſcar only, whom he had ſeduced. They were firſt attempted to be poiſoned, and were all taken with violent vomitings the night the horrid deed was done, after ſupper: yet no ſuſpicion aroſe, as the Malay was a paſſenger in the veſſel, under Mr. Overbury's protection. The affair was over in a moment, as they were ſtabbed in their ſleep. One of the two Mays being wounded, jumped overboard, and was never heard of; the captain and gunner were killed outright. Next day the Serang, under pretence of dreſſing the Malay's hand, that had been cut in ſtruggling with the captain, ſtabbed him, ſecured the Laſcar (whilſt two boats were ſeen rowing from the ſhore to the veſſel full of men, from *Baſs Harbour*), and carried the ſnow back to *Queda*. I could get no ſatisfaction for veſſel or cargo; and Jemmal, the king's miniſter, a Chulia Moorman, treated the affair lightly: but, truth demands of me to ſay, I had no letter from the Bengal government to the king on the ſubject; I had only a letter from the owners, empowering me (if in my way to Rhio I touched at *Queda*) to make the demand. What has been done ſince I know not. Captain Coſſan and I careened in *Queda River* together, in Auguſt 1782; and I remember to have heard that the Malay, who had got into favour with Mr. Overbury by his inſinuating manners, was taken on board at *Jan Sylan*, where, I ſuſpect, he had committed ſomething bad. I was credibly informed the Laſcar was let run off by Jemmal, who told me he broke priſon. The appearance of the boats, that muſt have been informed by ſignal only of what had happened, made it be ſuſpected it had been a concerted buſineſs at *Queda*, when the veſſel repaired there. Theſe particulars I learnt from poor Overbury's Malay girl, at *Calcutta*. Jemmal, the king's merchant, with difficulty let her have her clothes. She told me Overbury got from the cabin window to the maſt head, whence he deſcended, on the Malay's promiſing to ſpare his life; but he ſtabbed him the moment he reached the quarter-deck. Had he encouraged the crew from the maſt head, they ſurely would have recovered from their fright ſooner than they did.

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This is a ſtrange relation, and ſhews the puſillanimity of Indoſtaners, when they are not encouraged by a leader: there was at leaſt a Serang and twenty Laſcars belonging to the veſſel.

In the year 1764 I again viſited *Atcheen*, and had the honour of paying my reſpects to the king, *Mahomed Selim*: my audience was appointed at eight in the evening. I accordingly got ready ſome piece goods to the amount of about forty rupees, as a preſent, which were divided into two parcels, and put up in common bafta covers, which had been previouſly ſtained with turmerick, yellow being the royal colour, as in *China* and at *Mindano*. Having been told it was expected I ſhould pull off my ſhoes, I waved the mortification, by wrapping round each a piece of red bunting, and tying it with a kind of garter of the ſame, juſt before I entered the audience hall (*ruma bicharro*), which was about ſixty feet long, and twenty broad, built of ſtone, with a ſtone floor. At the farther end, which was covered with carpets, hung a ſuperb cloth of gold, about fifteen feet ſquare, which reached within three feet of the floor. There were about twenty well dreſſed perſons in the room, orancayos, a venerable calipha, and others, every one barefooted, having left their ſlippers without. As I entered I ſaluted this company. Two Seapoys were alſo in the hall, upon guard, dreſſed and armed as ours generally are. In about two minutes the golden cloth was drawn up, like the curtain of a play-houſe, exactly in the ſame way, and we all made a profound obedience to his majeſty, who juſt glanced his eye at me. My two ſervants were then ordered by the ſhabander to advance with the preſents, which, after having preſented, by holding them up and bending their bodies, they gave to an attendant, and were then directed to withdraw. The cloth of gold had covered a large niche in the wall, a kind of alcove, in the middle of which the king was ſeated in an arm-chair, with his legs acroſs, barefooted, his ſlippers on the floor of the alcove. The king was gaily dreſſed in ſilver brocade, over an inner garment of white muſlin; his turban was very ſmall, being a ſingle piece of gold flowered muſlin, gathered together at the ends, tied round the head with a half knot, and was orna-

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mented with a few jewels. He ſeemed to be about forty years of age, with a pleaſing countenance, rather fair for a Malay. Two elderly women ſat on the floor, cloſe to each ſide of his chair, their eyes fixed on the ground, which was about five feet higher than the hall in which the court was aſſembled. The alcove was lighted with two large wax tapers coloured red, much like what we ſee in Roman Catholic churches. The hall was lighted with pendant lamps, in which they burnt oil.

Having caught the king's eye, immediately after the diſmiſſion of the preſents, I made his majeſty a ſecond profound bow. Preſently he ſpoke to the ſhabander, the ſhabander ſpoke to the linguiſt, and Abraham aſked me whence I came. I addreſſed his majeſty directly in Malay, on which the ſhabander pulled me gently by the ſleeve, and looked diſapprobation; but I went on. The king ſmiled, and took no notice of their interruption, as if offended with me. I had then the honour of converſing with his majeſty for about a quarter of an hour, who aſked me ſeveral pertinent queſtions about *Madras*, *Bengal* and *Bencoolen*, and particularly to what parts of the iſland *Sumatra* (*Pulo Purcha*) I had ſailed. I then, by intimation from the ſhabander, who, I ſuppoſe, had his ſignal, retired, walking rather backward, until out of the hall. Nobody in the hall was ſeated; neither did I ſee in it bench, chair, or ſtool. I left moſt of the company in it ſtanding, who politely made way for me, as I retired; and, at the door at which I entered, I made again a profound bow, being then in full view of the king in the alcove at the further end of the hall.

Next day a bullock was ſent me, with various fruits. I ſailed two days after for *Nattal*, after preſenting the ſhabander and Abraham with ſome trifles. In the year 1772, Giles Holloway, Eſq. reſident of *Tappanooly*, was ſent to *Atcheen* by the Bencoolen government, with a letter and preſent, to aſk leave from the king to make a ſettlement there. I carried him from his reſidency of *Tappanooly* in the Loconia ſnow. Not being very well on my arrival, I did not accompany Mr. Holloway (a very ſenſible and diſcreet

creet gentleman, and who ſpoke the Malay tongue very fluently) on ſhore at his firſt audience; and finding his commiſſion like to prove abortive, I did not go to the palace at all. There was great anarchy and confuſion at *Atcheen* at this time; and the male-contents came often, as I was informed, near the king's palace at night. A diſcreet native of *Cuddalore*, Mr. *Gowen Harrab*, commanded the king's Seapoys. One day, being on ſhore for a little while, as Mr. Holloway and I did not like to be both long on ſhore gether, I ſaw Mr. Harrab paying his men in gold duſt, weighing out to each two mayan as a month's pay, about eight rupees. He told me he was often obliged to watch all night himſelf, complaining of his Seapoys being apt to be drowſy. I ſailed in a few days, Mr. Holloway not ſucceeding in his embaſſy; and leaving him at *Tappanooly*, I proceeded on to *Fort Marlborough*.

Returning from my New Guinea voyage to *Fort Marlborough*, in 1775, I touched at Atcheen: the king was very ill, and ſaw no ſtrangers. My old friend Abraham got the new ſhabander, Poſally, to preſent my compliments to the king, who returned me a polite anſwer. Having quitted the Tartar galley, I went down the coaſt with Mr. Palmer, in a ſloop belonging to him, and touched at *Siddo Harbour*, where we took in water: we lay there in four fathoms water, cloſe to the rocks, quite ſmooth.

In 1784 I again viſited *Atcheen*, and had an audience of the king, *Sultan Oola Odine*, ſon to the former king, with much the ſame ceremony and preſents as paſſed twenty years before: but this king having travelled, ſpoke both Malay, French and Portugueze. His improvement not only in languages, but the arts, was obtained from the following circumſtance, as I have been informed by Poſally the ſhabander, Abraham, and others.

During the life of the late king, *Oola Odine*, his eldeſt ſon, was ſent in a ſhip of his father's to *Mecca* and *Medina*, to make an offering at the ſhrine of the prophet. Near the iſland *Mauritius* where the veſſel happened to be drove, they were ſhort of water, and obliged

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obliged to put in there. A difficulty occurred in debate whether the prince ſhould appear in his real character, or as a private perſon. They agreed he ſhould appear as a relation of the king's, going on a pilgrimage, to become a *tauan hadjee*, maſter pilgrim, and they kept their counſel. The conſequence was, Odien, being a lad of ſpirit and genius, got into the arſenal, and learnt to caſt guns and ſhells.

They certainly knew time out of mind, at *Atcheen*, how to caſt braſs guns and iron ſhot: but here the prince, no doubt, improved his knowledge; and I was told the French never knew whom they had the honour to have amongſt them until the veſſel was ſailed: but this I very much doubt, as ſhe ſtaid there above a month. Sultan Ooladine, in 1784, made no ſecret to me of his having been at *Mauritius*; and at my firſt viſit, after the delivery of the uſual preſent of a few piece goods incloſed in yellow cloth, ordered a ſervant to put into my hands a ſhell of his own caſting at *Atcheen*, about 7 or 8 inches in diameter. *Voila!* ſaid he, in French, *Caſſez-la?* I accordingly daſhed it on the part of the ſtone floor that was not covered with the carpet, and it went to pieces. The king then ordered two ſmall field carriages to be brought into the hall: one of them had the wheels ſpoked as ours generally are; the other had truck wheels, full as large, not heavy, but thin. Which of thoſe carriages do you approve of? ſaid the king. I gave the preference to the ſpoked wheels, on which his majeſty with great good humour laughed, and ſaid, *Salla, ſalla, capitain*—You are miſtaken, you are miſtaken, captain. I, then, by way of recovering myſelf (for I perceived, after a moment's reflection, that the king was right in a certain degree), ſaid, *Barancallee de neegri gunong gunong, ſeperattee Aché; tappi, de neegri ratta ratta, ſeperattee Telinga*, Poſſibly in a hilly country, like *Atcheen*; but, in a flat country, like *Indoſtan*—The king laughed again, ſeemed pleaſed with my anſwer, and ſaid, *Bittoul, derry piddo itoo*—True, that is the reaſon; on which I made him a bow, and the converſation ſoon ended. Viſiting the king a day or two after this, I perceived, beſides the two large braſs mortars ſent to a former Atcheen monarch, by our king James, many heaps of braſs guns of all ſizes, and from all nations, no ways arranged, but heaped

heaped up in the greateſt confuſion. I have alſo obſerved in the road from the river to the palace gate, which is about 300 yards, in more than one place, the trunnion of a large braſs gun ſticking up out of the ground: conſidering the ſoft muddy ſoil, there are doubtleſs many buried near the palace, never to be found. They generally buy ſmall guns, being of eaſy conveyance, when brought for ſale, as no veſſel, Atcheen or Malay, ſails without being armed. I have alſo obſerved on more than one point of the reaches of the river, large honey-combed iron guns mounted on decayed and rotten carriages. They ſerved for ſhow to the ignorant.

The Atcheeners, when puſhed, can certainly exert themſelves; they are doubtleſs pretty good mechanics, and know the uſe of pulley, ſcrew, and capſtan perfectly well; but engines made uſe of to raiſe heavy guns, or draw up their large veſſels, are only for the moment; they are then thrown by to rot, much like what I have ſeen at *Mindano*. A lazineſs prevails in all Mooriſh governments, which no doubt ariſes from their belief in fataliſm, a moſt convenient creed for thoſe who are averſe to work, to exertion, or perſeverance. I ſent to the king a copy of my voyage to New Guinea, having firſt explained many of the maps to Poſally and Abraham. I ſent, at the ſame time, an ordinary *mape-monde*, having no better. The king ſent for me two days after, and converſed with me in an upper apartment, on a level I believe with the alcove, to which I aſcended behind the *ruma de bicharro* (hall of audience), by a ladder. The king made me ſit down on a mat, over which was ſpread a ſmall carpet, on which he ſat himſelf, and aſked me many queſtions about the Molucca princes, pointing to the print of their genealogy in the book I had ſent him: he aſked me alſo many queſtions about Europe and *Neegri-Cling*, Indoſtan. I could not help obſerving that the king ſpoke with a ſtrong aſpirate, as Atcheeners generally do, a kind of burr in the throat, entirely different from all other Malays.

As his majeſty knew I had the honour of being known to his father many years before, that I had often been at *Atcheen*, and that

that I had been a great traveller in Malay countries, he was ſo kind as to ſay, in a very gracious manner, *Maree ſeenee barancallee bicharo*, Come here and chat ſometimes. I went ſeveral times; but always ſent firſt to know if his majeſty was at leiſure. One day I carried a French book with me, a volume of Voltaire, and read a ſentence out of it. The king aſked for the book, which I left with him. I ſuſpect, however, he could not read the Roman character; but he read with eaſe the names of the Molucca princes in the book I had preſented, written in Arabic characters, which both Atcheeners and Malays uſe in writing. In converſing, the king mixed often French with Portugueſe.

When I went to the palace, I generally found Poſally, and ſometimes Abraham. I never ſaw any body ſit down in the king's preſence; and I never did but when aſked, and then with ſhoes off, left below, turning my feet as much as I could inwards: this I found a tireſome poſture. I ſometimes played on the German flute, at the king's deſire, which he was pleaſed to hear *.

Three or four days before my departure, Poſally ſignified to me the king meant to confer on me the honour of being made Knight of the Golden Sword, *Oran Cayo derry piddang mas*; of which there exiſted, as I was told, about ten or twelve natives, one of them an eunuch, a comely man, rather luſty, employed at the cuſtom-houſe. I have ſeen him with his chapp, a ſingle waved ſword or dagger, about an inch long, in relief, on a piece of gold, hanging at his breaſt: this honour had alſo been conferred on two North Britons, Captain Douglaſs Richardſon, and Captain Robert Smart. I told Poſally I was much obliged to his majeſty for the honour he intended me, and ſhould wait his pleaſure; at the ſame time Poſally deſired I would write my name on a ſlip of paper; I wrote it in capitals, which he pronounced after my reading it, and writing himſelf my name in Arabic characters, ſignified it was to direct the goldſmith who was to make the chapp. Two or three days afterwards, I was deſired by a Seapoy ſerjeant to go to the palace. I

* And liked much a Malay ſong I had made, and ſet to the Correnti Vivace of the 3d Sonata of Corelli.

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told this to Poſally, and we went together at eight in the evening. The king, from the alcove above, after ſome little converſation with his courtiers below, ſpoke to Poſally in the Atcheen tongue, who, ſtepping towards me, put a ſmall chain of gold over my head, round my neck, to which the golden chapp with ſome fillagree writing in Arabic, and the figure of a waved dagger in relief, hung: he thus inveſted me with the order of the *golden ſword* (piddang mas), on which I made a profound bow to the king, who ſmiled, and to his courtiers, who all returned it by lifting both hands to the head and inclining the body. In a little while I took leave, after ſaying audibly, *Oomoor panjang ſummo Tuan-kito, ſampy mattee tida bule ſcio lupo Tuan-kito punio hormat.* "Long life to the "king! Until death I ſhall remember the honour he has done me." Next morning I was preſented with a young bullock, two cut goats, and a great quantity of excellent fruit. I returned two pieces of yellow china flowered damaſk, about four dozen bottles of perfumery, ſeveral prints of the genealogy of the kings of *Mindano*, and of the Mindano marriage: to Poſally I gave a pair of piſtols he ſeemed to fancy, and to my old friend Abraham *, ſeveral things I knew would be uſeful to him and his family.

Thus

* Abraham was fond of muſic, and often ſhed tears when I played on the violin: he ſaid it put him ſo much in mind of *Europe*, where he was born, ſomewhere in *Hungary*. The Calipha, or Cady, was a very pleaſing old gentleman, and aſked me many queſtions about the Turks and the ſize of their moſques: I told him the moſque of St. Sophia in *Conſtantinople* was immenſely large; and I obſerved to him the Malays were much happier than the Turks, becauſe they were not ſo jealous; at which he ſmiled, and took it as a compliment. He had but one wife, who had ſeveral female ſervants; and this is much the cuſtom amongſt Malays in general of the better ſort, as I found alſo when at *Magindano*, in 1776. I ſhewed the Calipha, and read to him, my tranſlation of Pope's paraphraſe of the Lord's Prayer: he deſired a copy of it, which one of the (*Jerytulis*) clerks wrote out.

DEO OPTIMO MAXIMO.
ORATIO UNIVERSALIS IN LINGUA MALAYA.

1. Bapa de ſomonio de ſomonio dunia,
De ſomonio nigri ſujud;
Dery Chriſtian, dery Cafer, dery Hindoo, dery Salam;
Deos, Jehovah, Tuan Alla!

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Thus ended my ſeveral interviews with two of the kings of *Atcheen*, who certainly treated me with great civility and politeneſs. I am ſorry to add, that it was ſaid even of the preſent king, that he can't truſt his own ſubjects; he therefore has a guard of Seapoys, who are ſometimes without, ſometimes within the palace; but always near his perſon. I aſked Poſally, and alſo Abraham, the meaning of this, who always anſwered *Bugitu adat*, "Such is the cuſtom," without explaining further*; others have ſaid plainly, *Tuan-*

2. Caſſi ſcio are iko mankanan dangang riſkimo,
Somonio lain apo apo,
Tuan tow callo by caſſi callo tida,
Tuan alla punio ſuko.

3. Adjar ſcio ſyang até lain oran punio chelaka,
Adjar ſcio tutup matto lain oran punio ſalla,
Bugimano ſcio ampong ſummo lain oran,
Caſſi ampong ſummo ſcio.

1. Father of all! in every age,
In every clime, ador'd,
By ſaint, by ſavage, and by ſage,
Jehovah, Jove, or Lord.

2. This day be bread and peace my lot:
All elſe beneath the ſun,
Thou know'ſt if beſt beſtow'd or not,
And let thy will be done.

3. Teach me to feel another's woe,
To hide the fault I ſee;
That mercy I to others ſhew,
That mercy ſhew to me.

I thought it but decent, as I gave the king a ſong, to give the biſhop a prayer, which he admired much, as old Fakymolano brother to the ſultan of *Magindano* did: this need not be wondered at, for ſurely true Chriſtian ſentiments were admired in all ages; witneſs theſe benevolent lines of Juvenal:

——————— molliſſima corda
Humano generi dare ſe Natura fatetur,
Quæ lachrymas dedit: hæc noſtri pars optima ſenſus.

* The king of *Atcheen* ſaid to Commodore Beaulieu, in 1619, that his orankayos charged him with cruelty, not conſidering it was their own wickedneſs that drew upon them

Tuan-kito de Aché dowloo tackut derry dio punio orankayo, "The kings "of Atcheen *formerly* were afraid of their nobles." They were too polite to ſay the preſent king was. This accounts for going up by a ladder to the back apartments, that were by no means larger than what are uſually ſeen in Malay houſes of people of rank. I never walked about the circuit of the palace; I feared it would have given offence, as if I was curious to ſpy the nakedneſs of the land: but I ſaw enough to convince me it had been once immenſely large, and many parts ſhewed an extenſive ruin, with the points of beams in many places ſticking up through the rubbiſh of long-fallen brick walls; the ruins of ſtone walls were overgrown with buſhes, and were ſhaded by very large venerable trees and tall bamboos *.

The preſent king, Sultan Ooladine (called after an uncle† who had lived ſeveral years at *Madras*, in the time of Governor Morſe, and afterwards at *Tappanooly*, and ſpoke good Engliſh), is a ſovereign of whom his ſubjects in general ſpeak well: having travelled, he wiſhes to civilize them, by encouraging learning amongſt the many prieſts, with which his country abounds, much more than any other Sumatran ſtate: the convenience alſo of going at a ſmall expence to *Mecca* yearly, encourages many to become *tuan hadjees*, and *tuan imums*, which is always reſpectable; and there is no ſuch thing as a tuan hadjee being reduced to beggary. Of the reſpect paid to my old fellow traveller Iſmael Tuan Hadjee, merely from

them the anger of God, who made uſe of him as an inſtrument to puniſh their impiety; that they had no occaſion to complain of him who maintained them in their rights and poſſeſſions, and preſerved them from the captivity of neighbouring kings, and the robberies of ſtrangers; that his nobles hated him becauſe he ſuppreſſed extortion, maſſacres and robberies." This was ſaid when the king (Sultan Siri) was much agitated, having juſt tortured, in preſence of Mr. Beaulieu, ſeveral of his women whom he had ſuſpected of a deſign againſt his life. Harris's Voy. vol. i. p. 734.

It is altogether a moſt ſhocking relation, and Mr. Beaulieu's veracity cannot be doubted.

* Beaulieu, who was at *Atcheen* in 1619, ſays the city had been ſix times larger than it was then, and that he went through three courts to the palace. Since 1619 it has certainly fallen off much.

† This uncle Ooladine was often known by the appellation of Sultan Bencouloo.

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his having been at *Mecca*, and in conſequence wearing a large turban and wide ſleeves, which draw reſpect from the vulgar, I had many proofs in my voyage to *New Guinea*.

Sultan Ooladine was a man about 25 years of age, fairer than Atcheeners generally are, of agreeable manners, having nothing haughty or auſtere about him; ſpoke rather quick, mixing Portugueſe with his French, very often, as if in a hurry to expreſs his meaning. He ſeemed to have profited by the little French education that he had accidentally got, and of which he was not a little vain: his courtiers replied in Malay when he ſpoke firſt in that tongue; but he ſpoke to me generally in French, ſometimes in Malay. Poſally the ſhabander was about the ſame age, and, I was informed, much in his favour; he had a pleaſing addreſs: I have often liſtened to him hearing petitioners, when they ſpoke Malay, in the ſtreet, before his houſe, of a morning, which when he rejected, it was in a mild and polite manner, ſending the petitioner almoſt always ſatisfied away.

At *Atcheen* they have tame elephants *, on which, as well as on horſeback, they often travel. I have ſeen ſeveral of the king's elephants carried duly of a morning to the river to be waſhed, flapping their eyes with their large ears to keep off the fly. The king had about ten of them in different parts near *Atcheen*. On holidays, *aree raya*, I was told they are all dreſt out, and make a figure; but I never ſaw one. Their moſques are ſaid to be numerous, but very ſmall; fifty perſons would almoſt fill one; they are all whitened with lime, *capoor*; they are ſcattered amongſt many villages, the houſes of which not being whitened, the moſques are the more conſpicuous; their ſmallneſs accounts for their number. They have many prieſts, *tuan hadjees*, and *tuan imums*, and two or three *caliphas*, ſometimes called *cady*.

Their puniſhments at *Atcheen* are ſevere according to the nature of the crime. In the Bazar I have often met beggars and others

* Wild elephants are in abundance all over *Sumatra*, and they often do much miſchief to rice and plantain fields.

without

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without the right hand; ſome without the right hand and left foot, having repeated the offence. I have been told, that when a fire happens, the owner of the houſe in which it broke out is ſeverely puniſhed *. What Mr. Marſden relates of their puniſhment of an adulterer is a fact; nay, I have been told it extends to the debaucher of a virgin, *gadis*. "The culprit is carried to a large "plain, and is there incircled by the friends and relations of the "injured party. A large weapon is then delivered to him by one "of his own family; and if he can force his way through thoſe "who ſurround him, he is not ſubject to further proſecution; but "it commonly happens that he is inſtantly cut to pieces." An Engliſh country captain, whoſe name I forgot, once told me that he had been applied to by ſome Atcheeners, for a markſman to ſhoot a man of this deſcription, who ſomehow had eſcaped, whether in the above ſpirited manner, or otherwiſe, was not ſaid; but he had hid himſelf on the top of a coco-nut tree. The captain very prudently deſired to be excuſed.

The Atcheeners are of a more ſwarthy complexion than the inhabitants to the ſouthward, and far more ſhrewd and acute than any other Malays on the iſland *Sumatra:* their character, I think, comes neareſt the Buggeſſes, inhabitants of *Celebes*, for addreſs and dexterity in buſineſs; but far inferior in true honour and bravery, which is the characteriſtic of the Buggeſſes †. I do not remember any Chineſe at *Atcheen*; but Chineſe were there in Commodore Beaulieu's time. The keen Chulias ſeem to leave nothing for them to pick up. Before I conclude this ſhort account of what I obſerved at Atcheen, during the ſeveral viſits I made to that port, I cannot help again mentioning Mr. Marſden's excellent account of the iſland *Sumatra*, *Pulo Purcha*, a book I have more than once quoted: his account is faithful, curious, and exact; and, as I have

* Com. Beaulieu ſays a fire happened whilſt he was there, that burnt 260 houſes in an hour, and that the king impaled the woman in whoſe houſe it broke out. Harris's Voyage, vol. i. p. 736.

† On the contrary, the Atcheeners ſeem to exceed all other Aſiatics I have known for villany and treachery, which character is confirmed by Beaulieu in many inſtances.

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paſſed many years of my life on trading voyages to that iſland, I read it with great pleaſure and ſatisfaction, as it recals many ſcenes of manners and cuſtoms to my memory, by time and abſence almoſt obliterated. Mr. Marſden underſtands the Malay tongue better than any European I ever knew.

I once aſked Poſally if Monſ. Suffrein, the French admiral, who, with his fleet, had refreſhed at *Atcheen* in November 1782, had ſeen the king. Poſally ſaid that Monſ. Suffrein once came on ſhore, in a ſmall boat, to look at the town, but did not ſee the king, although he wiſhed it; becauſe, the king having loſt a favourite child, was in great grief, and ſaw nobody. Conſidering this as a polite excuſe, I preſſed Poſally to know the truth; on which he told me the French admiral would not perhaps have taken off his ſhoes as you did; and he could not ſee the king otherwiſe. On this I ſaid, that I had, at my viſit to Sultan Mahomed Selim, about twenty years ago, wrapped a piece of red cloth over my ſhoes, and ſo kept them on; on which he laughed, ſaying he had heard of it. Latterly I was excuſed this ceremony in the audience hall, *ruma bicharro*; but, when I went up the *ladder* to the back apartment, I always took off my ſhoes at the head of it, before I ſtept on the clean mats, over part of which was a ſmall carpet, on which the king ſat; and I ſometimes had the honour of ſitting on the mat, at a ſmall diſtance from him. I left *Atcheen* the middle of January, ſeven Chulia veſſels then lying in the road: having ſaluted with ſeven guns, before I tripped the anchor, to which a return was made.

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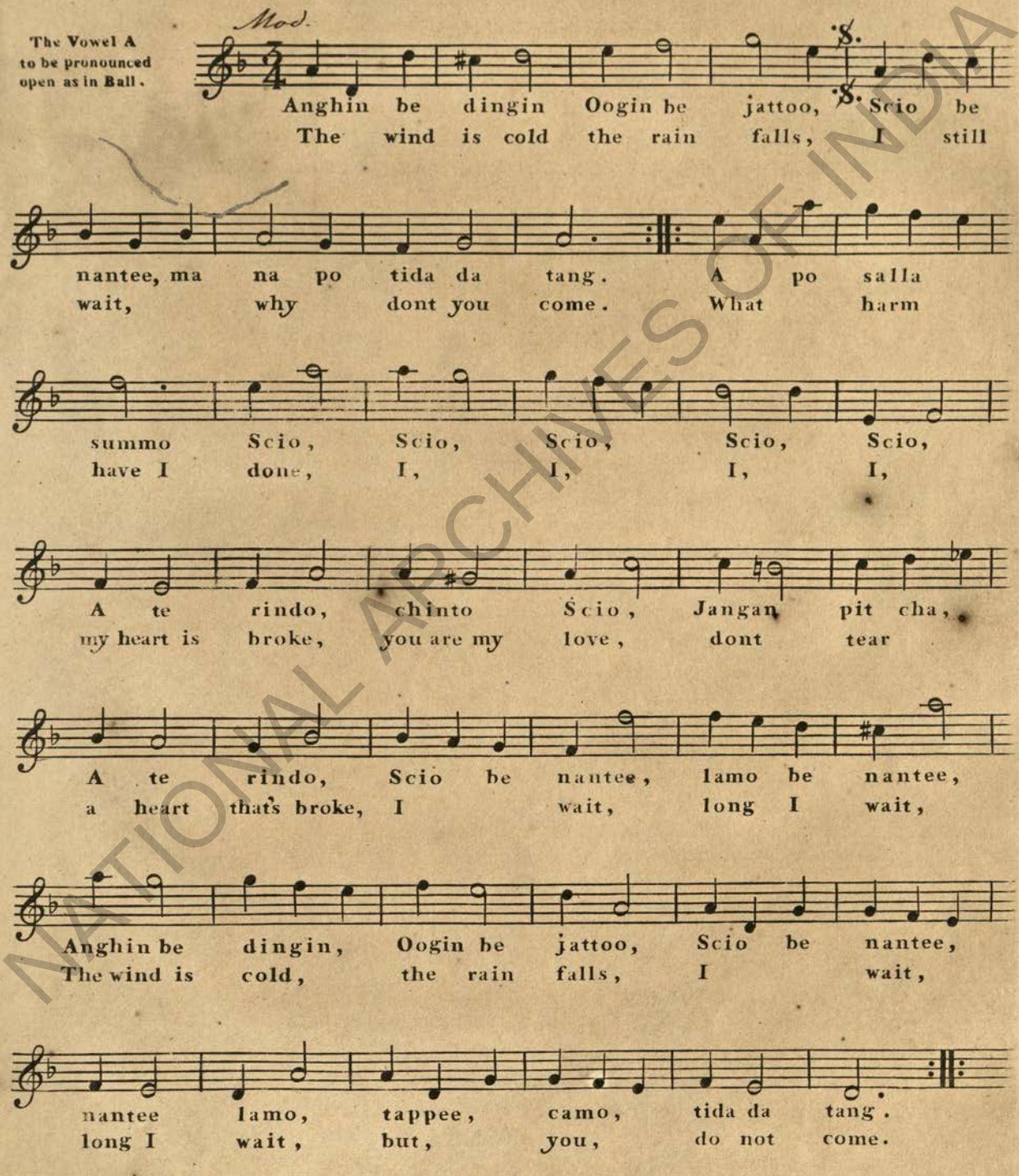
A MALAY SONG

by Capt.n Tho.s Forrest.

To the tune of the Corrente Vivace in the 3.d Sonata of Corelli.

The Vowel A to be pronounced open as in Ball.



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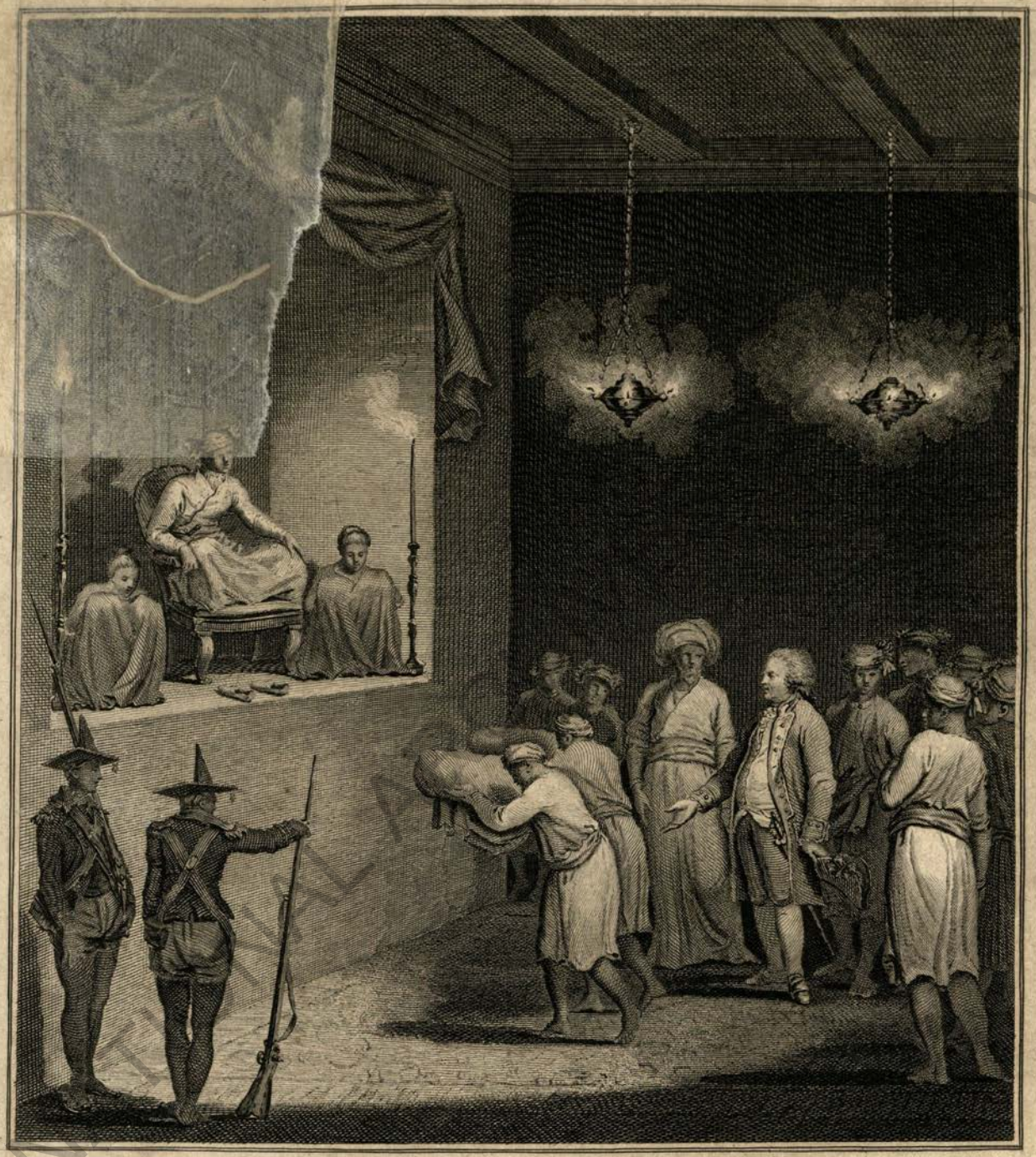

Drawn by C. Benazech

Engraved by J. Caldwall

THE KING OF ATCHEEN GIVING AUDIENCE TO CAP.N FORREST IN 1764.

Publish'd Feb.y 15. 1792. by Cap.n T. Forrest.

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Of ſailing from Atcheen Road down the coaſt of Sumatra—Surat Paſſage, Sedre Paſſage—Siddo Harbour—King's Bay—Towns in King's Bay—Saddle Iſland—China-hat Hill—Cap Iſland—Nalaboo—Sooſoo—Double Cape—Pulo Duo—Peak of Pulo Bania—Paſſage Iſland—directions to paſs it—Sinkel River—Leaga Harbour—Capt. Duggin's mate aſſaſſinated there, in 1753—Ship Experiment wrecked on Bird Iſland, in 1772—Pulo Maxular—Tappanooly Harbour.

It has been ſaid in a note, on the ſecond page of the Introduction, that a ſhip may back and fill through the *Surat Paſſage*, on the ſtarboard tack, with the tide againſt the SW wind. I prefer this tack to the other, becauſe, after ranging *Stony Iſland* on this tack, when the ſhip comes abreaſt of the paſſage, by luffing up under top-ſails only, and backing the maintop-ſail, ſhe gets through in a moment, the tide at this narrow gorge (not 150 yards acroſs) ſetting very ſtrong; it is quite bold on the ſide of the main of *Sumatra*; and the narrow part may be ſaid to have no length, as it immediately widens, and you are ſoon in anchoring ground, which is not to be had at or very near the narrow part on either ſide of the narrow, called *Pintoo* (Door) with great propriety, by the natives. The *Sedre Paſſage* is much wider; but there is foul anchorage in ſome parts of it, and a ſand bank, which, however, has 5 fathoms on the ſhoaleſt part: if a ſhip tries this paſſage, ſhe ſhould have boats ahead, at leaſt, until it is better known. The harbour of *Siddo* is ſmall. In the harbour, in 4 fathoms water, muddy bottom, a ſhip has not much room to ſwing in: when I made the plan of it which is in the New Guinea Voyage, I was deceived by its being high water at the inſtant, and the coral rocks being hid: it is not ſo large as is there repreſented. Here you get good water and refreſhment; or the ſhip may lie without *Slipper Rock*, and *Sugar-loaf Hill*, in an excellent ſmooth road. Between *Siddo Harbour* and *King's Point* is *King's Bay*, with good anchoring ground throughout. In this bay are the following *neegrees* (towns): *Lunga*, containing 4 moſques and 300 houſes; *Koas*, 2 moſques and 200 houſes; *Siddo*, 16 houſes; *Lyas*, 30 houſes; *Lapuan*, 300 houſes; and *Telinga*, 400 houſes.

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Although I never was on ſhore in any of theſe places, except *Siddo*, I cannot help remarking, that, at *Siddo* there are only 16 houſes; and yet *Siddo*, in the hands of Europeans, would become a port of conſequence: but Malays, having no large veſſels, think no harbour deſirable but where there is a freſh-water river; being Mahometans, they are fond of frequent ablution, and always in freſh water. I am told there are ſeveral rivers in this bay into which their prows find admiſſion, no doubt to theſe neegrees already named. At the bottom of the bay is a low neck of land dividing *King's Bay* from *Atcheen Road*; this iſthmus is well planted with coco-nut trees, and the country around has much the look of cultivation. See the View of *Siddo Harbour* and *Sugar-loaf Hill*.

Having left *Siddo Harbour*, you paſs two bays, where there is a good deal the appearance of harbours; but I never explored them: you then paſs without *Saddle Iſland*, where there is foul ground, *ſand* and *coral*. Being a little way paſt *Saddle Iſland* (but this depends entirely on the height of the eye), you will ſee *China-hat Hill*, at a diſtance, appearing diſjunct from the main land; you then paſs a long ſtretch of low land for about 12 miles, then a bold foreland, and a hump about a mile diſjunct from it, and *Brown's Rocks*, where there are over-falls and foul ground. I once ſent the boat behind a very ſmall iſland in the bay, to look for anchorage; but could find none good: you then paſs a ſmall iſland covered with trees, its foundation a red rock, with twenty fathoms 6 miles weſt of it: you then come to *Coco-nut Iſland* abounding with the coco-nut tree, and gently riſing from its ſouth end. South half eaſt of *Coco-nut Iſland*, about 12 miles, is *Cap Iſland*, like a jockey's cap, where the foul ground and uneven anchorage ſeem to end, and the fine mud ſoundings begin, that reach far down the coaſt. ENE of *Cap Iſland* is *Cleft Hill*, a remarkable land.

Nalaboo, already mentioned, page 46, lies in 4° 12′ N lat. and may be known by a grove of coco-nut trees. Lying in the road, *China-hat Hill* appears like a ſmall iſland to the northward. *Sooſoo Harbour* is a few leagues to the SE of *Nalaboo*; but I cannot preciſely ſay how far. Once lying off *Sooſoo Harbour*, in 12 fathoms, in the Luconia ſnow, with Giles Holloway, Eſq. on board, bound from *Atcheen* to his

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his reſidency of *Tappanooly*, as has been already mentioned, we ſet off in the boat to viſit this harbour at 3 in the afternoon, judging, from the appearance of the trees on the low land, that we ſhould ſoon be on ſhore; but we were much miſtaken in the diſtance, and it was near dark before we reached it. We went in, however, rowed round ſome prows that lay there, but not liking our ſituation, it being now almoſt dark, immediately returned on board with the land wind. The eſtimate of the diſtance of woody lands is always deceitful. I can ſay nothing of this harbour with any certainty; it is ſaid to be a very good one, and is not far from *Nalaboo*. I am ſorry I had not an opportunity of obſerving even its latitude; but off this part of the coaſt there is a very great extent of excellent anchorage, a good way from the land.

From *Sooſoo*, in ſailing to the ſouthward, you paſs by a remarkable double cape, made by two flat points of low land, in lat. 3° 36′ N: from hence you paſs *Point Laboon*, lat. 2° 50′ N, having good mud ſoundings all the way, and 20 fathoms water about 8 miles from the land. *Point Laboon* or *Labooan* (anchorage) when it bears ENE, from 22 fathoms, mud, the beach ſeen from the eye 15 feet above the horizon, there appear three ſmall iſlands; the iſland moſt to the right, or SE, bearing E by S, and *Point Laboon* bearing as above ENE. There is a ſtrong indication of there being ſhelter behind them, as behind *Pulo Carang*, the *Ticoo*, and *Priaman Iſlands*, mentioned in a note in page 38; I ſuſpect alſo two of theſe three iſlands are the *Pulo Duo* (Two Iſlands) mentioned by Malays as having a harbour behind them. When *Point Laboon* bears ENE, with the above-mentioned depth of 22 fathoms, the hummock or peak of *Pulo Bania* (Many Iſlands) may be ſeen from the height of a ſmall veſſel. The above peak bearing SW ½ W, from 20 fathoms mud, a ſmall iſland, called *Paſſage Iſland*, may be juſt ſeen, bearing SE ½ E; it is low, and covered with trees, amongſt which are ſome coco-nut trees. See the View of *Paſſage Iſland*, and the peak on *Pulo Bania*.

Suppoſe a rhumb line drawn through this iſland, from NW to

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SE, keep to the ſouth-weſtward, or right-hand, or ſea-ward of this line, in ſoft ground, by which means you will avoid two very dangerous ſhoals, one lying under water, with 2 or leſs fathoms water on it, to the north-weſtward of *Paſſage Iſland* a few miles, the other to the ſouth-eaſt not quite ſo far. In approaching *Paſſage Iſland* it would be proper to ſend a boat to reconnoitre the reef that lies off the NW part of the iſland: leave it and the iſland to ſeaward, keeping within a proper diſtance of the coral rocks, which may be ſeen in 4 and 5 fathoms, and there is from 10 to 12 and 14 fathoms in the fair way ſoft ground. Having got through, ſteer SE by S and SE a very little way; you then ſteer for *Sinkel River*'s mouth lying in about 2° north latitude; it is eaſily known by projections of pine-trees (*caiou aroo*) at the mouth of the river: this is by far the largeſt river on the ſouth-weſt coaſt of *Sumatra*, and goes far up the country, above a month's journey. About five days journey up this river it divides into two branches, or rather two branches meet at *Pomoko* (Two Mouths) after having run through a great extent of the Batta country. Notwithſtanding this river has a long courſe, it will not admit ſo large a veſſel as *Atcheen River*, the bar is ſo ſhallow. Here, Malays and Atcheeners ſettle, and buy up all the benjamin and camphire from the ſimple but ſavage Battas, amuſing them with fine ſtories of the danger of the ſea. Eaſt of *Sinkel* is the harbour of *Leaga* or *Bineaga* (Trade) about 14 miles diſtant, where the chief mate of Capt. Duggin of the Orange Tree ſloop was ſtabbed, in 1753, by a blow from an Atcheener, intended for the captain (which miſſed him); but the captain and ſecond mate, after the chief mate fell, for he was killed outright, joined by the Laſcars, ſaved the veſſel. The aſſaſſins, four or five in number, being attacked with ſpirit, ſome jumped overboard and eſcaped; one or two were killed, as they deſerved. I was in the ſame harbour, a few months afterwards, in the honourable company's country ſhip Prince George, Captain Burman, commanded by the 1ſt officer, Mr. Ormſton, and heard the ſtory from a Captain Bunyan, of the ſnow Kitty, who ſurveyed this harbour: his map of it is publiſhed by Mr. Dalrymple in his valuable collection. Sailing from *Leaga Bay* beware of *Bird Iſland*, on which the company's ſhip Experi-

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ment was loſt in 1772; it lies 6 miles north of *Pulo Lucotta*, a flat iſland covered with trees: keep within 22 fathoms water, in ſoft ground, if you ſail in the night; but I think it moſt prudent to anchor in the night, as I have found overfalls eaſt of *Bird Iſland*, 20 to 7 fathoms, rocks, then 18, mud. Here *Mazular Iſland* and caſcade are remarkable, of which a view is given: the navigation within the iſland is good, depth from 17 to 20 fathoms, on a muddy bottom. Facing *Mazular* on the main is *Tappanooly Harbour*, and an Engliſh ſettlement on a ſmall iſland called *Poonchin*. On this iſland the grape vine has been planted, and thrives, as I apprehend it would on many parts of the iſland *Sumatra*, if tried. The ſettlement is at times rather unhealthy, although ſituated on a ſmall iſland, with a light ſandy ſoil, and well ventilated: what can be the cauſe puzzles every one, as the water is pretty good; but excellent water is often brought from the main, where it is conveyed with convenience, from a ſpring, by a bamboo, into the boat.

* Here they get benjamin and camphire, and maſts, for which they exchange a great deal of Madraſs ſalt and blue cloth, with the Battas; alſo iron and ſteel.

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From Tappanooly to Fort Malbro'—Caſcade on Mazular convenient to water at with diſpatch—Caracara Hill—Natall Hill and Road—Tammong Iſland and Harbour—Ship Shaftsbrook loſt—Ayer Bongou Road—Good police of the Dutch—Pulo Toojoo—Padang Head—Good Road of Pulo Piſang—Pulo Cinco Harbour—Serenty Iſland and Road—No ſhelter for ſhipping between Serenty and Fort Malbro'—Rat Iſland Baſon—Pulo Bay, unhealthy—Recommended to be avoided.

IN ſailing from *Tappanooly* to the ſouthward, I refer the navigator to maps copied from the French, and publiſhed by Mr. Dunn*; and here only give ſome views of land, and a few directions. From *Tappanooly* you ſteer for the *Sugar Loaf*; leaving the *Sugar Loaf* on either hand; it is common to leave it on the left, ſteering to ſeaward for the ſake of the expected ſea-wind; there is excellent anchorage all over the ſtrait between *Mazular* and the main land, which may be about 15 miles in length. A ſhip may anchor all over it, and lie cloſe to the water-fall on *Mazular*, which is quite diminutive when approached to what it appears at a diſtance. A ſmall quantity of water precipitated down 300 or 400 feet at leaſt, along the face of an almoſt perpendicular rock, cuts a figure at a diſtance; whilſt, cloſe to it, it will not force a bucket from the hand of a man: this is really the caſe; no doubt it is a little impetuous immediately after rain. A ſhip, as I have ſaid, may approach it in good holding ground, ſo as to uſe a hoſe, and can water more conveniently than perhaps in any other part of the world. I have held a bucket cloſe under it, where the rock is ſteep too, and it falls in two or three inconſiderable ſtreams: it looks at a diſtance like a long white tail fixed to a black horſe. Before you reach the *Sugar Loaf*, *Natall High Land* is to be ſeen; it is, next to *Mount Ophir*, the higheſt land on the coaſt. See the View.

In ſailing to the ſouthward, from *Mazular*, having got abreaſt of *Caracara Hill*, of middling height, look out for *Natall Hill*, which is not near ſo high, and is known by ſome old blaſted trees upon it;

* A particular ſurvey of the coaſt of *Sumatra* may ſoon be expected by Capt. Macdonald. I have ſeen ſome of his maps, which pleaſed me much.

keep

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keep it eaſt, which direction, or near it, will guide the ſhip ſafely paſt a ſhoal into the road, which is ſhallow, a good way off, but the ground is good. A view of *Natall Hill* is given, lying in the road, in $4\frac{1}{2}$ fathoms, mud, *Natall Point* bearing SSE, and the outer end of *Tammong Iſland* bearing S $\frac{1}{2}$ E. Behind *Tammong* there is a very good harbour; its approach from *Natall Road* is ſafe; looking out for certain ſhoals laid down in charts publiſhed by Mr. Dalrymple, the harbour's outlet to the ſouthward is alſo ſafe. I muſt obſerve that in *Natall Road*, when it blows hard from the weſtward it breaks in 5 fathoms; therefore, a veſſel ſhould be ready to run to *Tammong Iſland*; if ſhe lies in $5\frac{1}{2}$ fathoms it will be better than 5, and 6 ſtill better, the veſſel will then have more room to get off a lee ſhore. A ſhoal lies near *Natall Road*, on which a Bombay ſhip, called the Shaftſbrook, was loſt, about the year 1771: ſhe was very rich, being loaded with ſilk. There is alſo good riding behind an iſland off *Ayerbongou*, formerly a Dutch ſettlement, but now deſerted. About *Ayerbongou* the hills make an agreeable appearance, being, many of them, covered with graſs (*lallang*) very uncommon in Malay countries, where wood almoſt entirely has poſſeſſion of the ground. Continuing on to the SE, and leaving *Pulo Battoo*, by Malays called *Pingé*, and three ſmall iſlands to the ſouthward, the navigator will find behind the *Ticoo* and *Priaman Iſlands* (as has been ſaid in a note in page 38) excellent ſhelter for the largeſt ſhips, ſmooth water, and good holding-ground; there is alſo great plenty of proviſions, which is univerſal in Dutch ſettlements, their police is ſo good. You now paſs *Mount Ophir*, the higheſt land on the coaſt: it is of a conical ſhape, and between 2 and 3 miles perpendicular height. Having made the iſland *Toojoo* (Seventh Iſland), (being the ſeventh ſeen to the northward from *Padang Hill*) haul in for the main land, and anchor if dark; then keep on with a good look-out, and you may ſteer for *Padang Head*, of which I give a view, bearing S by E, from 30 fathoms, mud, 8 or 10 miles off, by computation; keep *Pulo Piſang* (Plantain Iſland) on the left hand, going into the road of *Padang*, and anchor behind it; here you get excellent refreſhments very reaſonable; there is alſo a view of *Padang Head*, coming from the ſouthward, with veſſels in the road,

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road, juſt ſeen, cloſe to *Piſang*. From *Padang* you ſteer either without *Marra* and *Pergama*, or through the ſtrait, in which there is not general good anchorage. Here is an excellent harbour on the main land; it has been ſurveyed by Captain Macdonald. Many ſhips go without theſe iſlands, ſteering towards *Pulo Cinco*, a Dutch ſettlement on a ſmall iſland, with a harbour behind it, near the Malay town *Salida*: the iſland is not flat, having a ſmall hill on it. Steering towards *Pulo Cinco* you leave *Pulo Baby cutchill* and *Pulo Baby bazar* (of which I give a view) on the left hand, and go on for *Pulo Cinco*, with good anchorage all the way. A very ſmall iſland with buſhes on it between the *Pulo Babys* (Hog Iſlands) and *Pulo Cinco* muſt be left on the left hand; alſo the iſland *Pulo Cinco* itſelf muſt be left on that hand; you may keep cloſe to it, and anchor behind it. A large ſhip may haul cloſe to a ſtone jetty and lie ſmooth. You then paſs within or without *Pulo Our* full of coco-nut trees, anchoring ground all the way; behind *Pulo Our* is ſhelter from NW winds.

Between *Pulo Cinco* and *Fort Marlborough* or *Bencoolen*, the only place for ſhelter, working to the northward, is behind *Serenty Iſland*, which has only a few buſhes on it, and is very little known, not being eaſily diſtinguiſhed: it increaſes in ſize, as all thoſe iſlands on coral rock bottoms certainly do; as the coral rock branches vegetate, ſand is gathered; it then becomes a ſand bank; and when trees once get poſſeſſion, what was formerly, perhaps, a ſhoal under water, becomes ſolid land. In the length of time I have known this coaſt, above 35 years, I have perceived iſlands increaſe much; and this ſmall iſland, *Serenty*, lat. 1. 40 S particularly. Leave the iſland on the left hand, or to the NW (as you generally do all theſe ſhelter-giving iſlands, to avoid the ſwell on the NW part of them) and anchor behind it, in 4 or 4½ fathoms water, a little better than a quarter of a mile from the ſhore: a view of it is given, bearing in one with *Oojong Rajah* (King's Point) SE ¾ S; at the ſame time *Pulo Tellore* (Egg Iſland) bears SW by W ¾ W: it has a ſandy beach, and I ſuppoſe, is, or was frequented by turtle: it is covered with coco-nut trees only, and is remarkable from that circumſtance.

Many

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Many country ſhips not knowing this ſmooth road of *Serenty* againſt NW and W winds, have put back to *Marlborough*, after having got ſo far to the northward; here you get good water with eaſe, and 14 or 15 fowls for a dollar; whereas, at *Fort Marlborough*, you get only 3 or 4 for the ſame money.

I would recommend the iſland at leaſt to be reconnoitred by ſhips going this way, that they may have a port to ſhelter in, in caſe of NW winds. *Serenty Iſland* is laid down in the French maps, and ſince, in Dunn's Engliſh directory, copied from them.

From *Serenty Iſland* there is no harbour ſouthward, until you come to *Rat Iſland Baſon* off *Fort Marlborough*, or *Pulo Bay*, a fine harbour near it; but to which, on account of its being very unhealthy, I would adviſe no ſhips to go, unleſs for a moment, being forced by a NW wind, from *Marlborough Road:* a SE wind, if it continues long, makes it ſickly, even at *Marlborough*, becauſe it blows over a great tract of ſwampy ground; therefore, let the veſſel return to *Rat Iſland* as ſoon as ſhe can, or to *Marlborough Road*. Ships that have lain in *Pulo Bay* ſome weeks, have, perhaps, felt no inconvenience at the time; but afterwards, ſickneſs has often appeared, from the water, or more likely from the bad air, which, perhaps, left in the body the ſeeds of a very bad fever: of this I have ſeen many inſtances; and it particularly attacks Europeans. Malays do not mind the bad air of *Pulo*, being accuſtomed to it; but Laſcars are affected by it, Europeans ſtill more.

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OF THE

ISLAND CELEBES.

Name—Situation—Buggeſs Bay—Tominee Bay—Tolo Bay—Little Paternoſter Iſlands—Climate—Rivers—Six diviſions of Celebes—Goa—Bony—Warjoo—Sopin—Silindrin—Mandar—Buggeſs colonies—Goa attacks Macaſſer in 1780*—Character of the Buggeſſes—Extenſive trade—Reaſons why the Dutch keep poſſeſſion of what they have on Celebes—Manufactures—Shipping—Buggeſs language—Hiſtory loſt—Ingenuity—Religion—Marriages—Trade to New Holland—Revolution of government at Paſſir, in* 1772; *honourable behaviour of the Buggeſſes to the Engliſh on that occaſion—Yearly produce of Celebes to the Dutch in gold—Dutch Fort near Koandang—Deſcription of the Sewa or Buggeſs Bay—Iſland Bally—Noquedah Inankee, his hints about various harbours on Bally and Lomboc—Mode of getting gold on Celebes and Sumatra.*

THIS iſland, called by the natives and Malays, *Neegree Oran Buggeſs* (Buggeſs Mans country), ſometimes, *Tanna Macaſſar*, is ſituated between the great iſland *Borneo*, on the weſt, and the iſlands *Gilolo* or *Halamahera*, *Ooby*, *Ceram* and *Amboyna* on the eaſt; to the ſouth there lies *Salayer*, divided from it by the ſtrait called the *Bugeroons*, by the Dutch; further ſouth lie *Mungery*, *Timor*, *Sambowa*; the former, *Mungery*, called in our old maps *Land Van Floris*; to the north there is a pretty broad ſea, where are many iſlands, *Sangir*, rather to the NE, and the *Sooloo Archipelago* to the NW. *Celebes* extends from the latitude of 6° 10′ S, to 2° N, and from the longitude of 116° 40′, to 121° 40′; it is very irregularly ſhaped, and may be nearly as large as *Great Britain*. A map of *Celebes* is publiſhed in Poſtlewait's dictionary from D'Anville; another was publiſhed in 1791, by Mr. Robertſon; in neither do they put down any river; they differ alſo in their latitudes and longitudes.

The following account I had chiefly from Noquedah Inankee, at *Queda*, in 1782: he was a Buggeſs, a native of *Sambowa* (a Buggeſs colony

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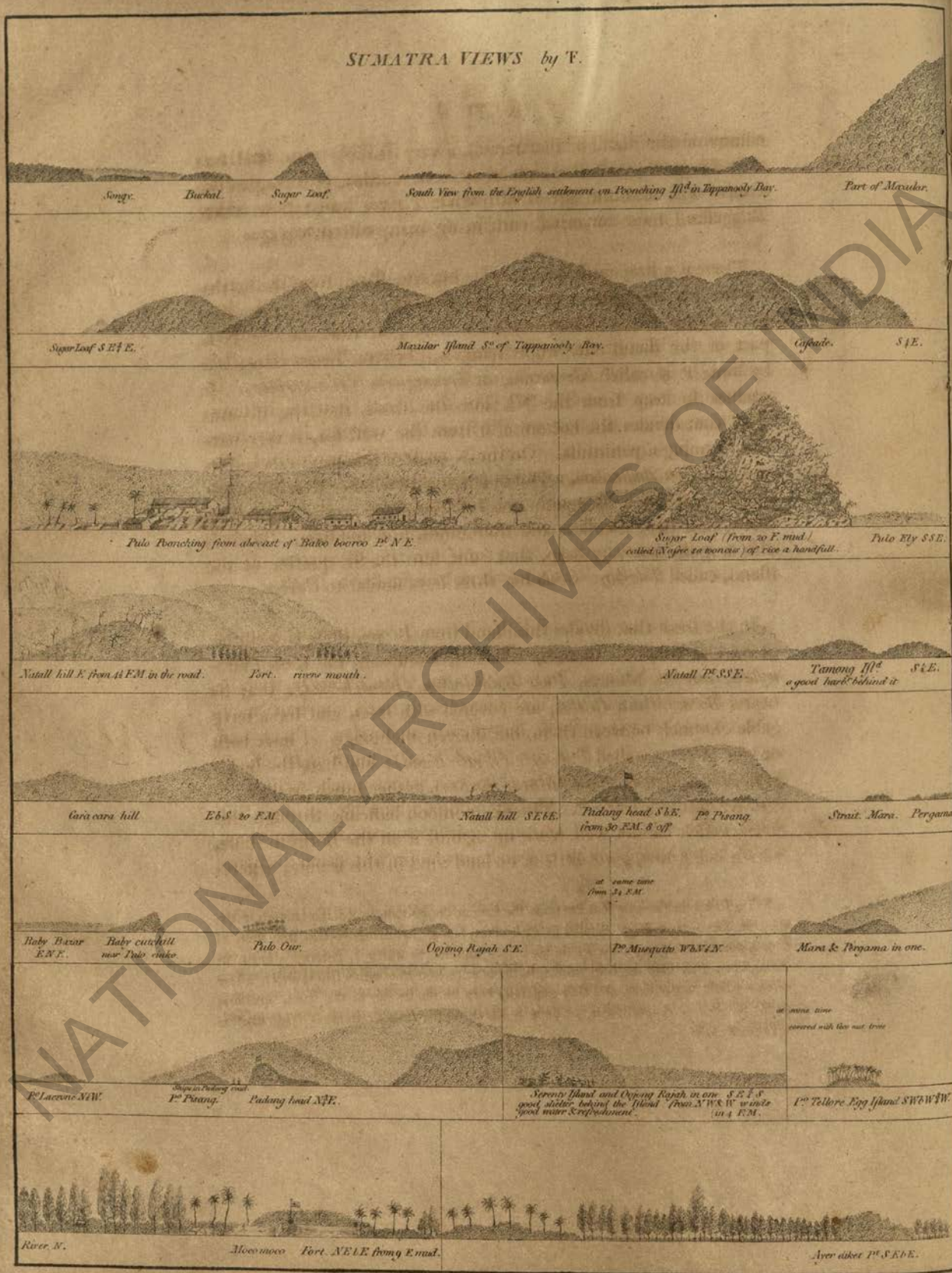

Published according to Act of Parliament by Geo. Thomas Forrest Sept.r 16.th 1791.

J. Walker Sculp.

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colony on the iſland of that name), a very ſenſible man, and had then his prow *(paduakan)*, about 40 tons burden, repairing in the river. His account agrees with what I have learnt from other Buggeſſes I have converſed with in my many eaſtern voyages.

There is a deep gulf that runs far into the iſland from the ſouthward; this deep gulf is called *Sewa* by the natives, but by the Engliſh *Buggeſs Bay*. There is alſo a deep gulf runs into the N E part of the iſland: its proper name is, I believe, *Tominee Bay*; but by ſome it is called *Gorantellu*, or *Gunong-tellu (Hill-harbour)*. It reaches ſo deep from the NE into the iſland, that the iſthmus *Palos*, that divides the bottom of it from the weſt ſea, is very narrow, forming a peninſula. On the N coaſt of this peninſula is *Manado* and *Fort Amſterdam*, a Dutch ſettlement, whence they get much gold, in exchange for opium and Indoſtan piece goods, chiefly blue cloth, fine Bengal coſſaes and hummums, iron and ſteel. There is alſo a gulf, not very deep, that runs into the SE quarter of the iſland, called *Tolo-bay*. *Gilolo* has three bays ſimilar to *Celebes*.

In the ſtrait that divides this iſland from *Borneo*, there is a cluſter of thirteen ſmall flat iſlands, called by Europeans the *Little Paternoſters*, but by Malays, *Pulo Balabatakan (Iſlands behind)*: they lie nearer *Borneo* than *Celebes*, are covered with trees, and have navigable channels between them, but uneven anchorage. I have been on one of them called *Pulo Ayr (Water Iſland)*; and here the Boadjoos, called often *Oranlout (Men of the Sea)*, gather much ſwallow, in 8 or ten fathoms water *. The SE monſoon blowing through this ſtrait, veſſels cannot well work up againſt it on the Bornean ſhore, which being low, gives little or no land wind in this ſeaſon; where-

* To ſtrike the ſwallow that lies upon the ſand at the bottom, in 8 or 10 fathoms water, they fix four iron prongs, parallel to each other, along the ſurfaces of two iron ſhot, of 6 or 9 pounds weight, about 12 or 14 inches aſunder, to which is faſtened a ſmall but ſtrong line; they then dry it in ſmoke, in the boat (a *paduakan* with a tripod maſt), where often a whole family lives, and they generally keep on the lee ſide of the iſland, according to the monſoon. A particular account is given of the *Boadjoos* in my Voyage to *New Guinea*, p. 372.

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as, on the oppoſite ſhore of Celebes, the land being high, there is always a freſh land-wind at night, and a ſea-wind in the day, by means of which, a veſſel can work up to the ſouthward, get round *Pulo-lout*, and ſo proceed to *Batavia* or *Europe*. The climate of *Celebes* is very temperate; no violent heats, owing to the country being diverſified with mountains, hills, and valleys; well ventilated, and much covered with wood: the three bays already mentioned, going far into the iſland, make water communication eaſy, and cauſe a circulation of cool wind over the whole iſland, ſo as never to be ſo hot as might be imagined from its low latitude. Its population is much the ſame as the iſland *Java*, where the Dutch have numerous poſſeſſions, and may be reckoned about 2 or 3 millions. *Celebes* has three rivers; *Chinrana*, the moſt conſiderable, takes its riſe in the country of *Warjoo*, runs through *Bony*, and diſcharges itſelf by ſeveral mouths into the *Sewa* on its weſt coaſt. European ſhips can get into it, and ſail a great way up over a muddy bottom. The ſecond is the river *Bole*, with three fathoms water on its bar; it diſcharges itſelf, after a rapid winding courſe, at *Bole*, on the N coaſt of the iſland; but being confined to the peninſula of *Palos*, it cannot be very large, and has many ſhallows in it. The third diſcharges itſelf on the weſt coaſt of the iſland, a good way ſouth of *Macaſſar*, where there is, within the mouth of the river, an iſland called *Sampang Java*, which often gives name to the river: it goes up into the country of *Goa*. The proper name of the river is *Jan-pandan*.

Celebes conſiſts of ſix diviſions, moſt of which have a particular form of government, &c. with a great mixture of the feudal ſyſtem in every one of them.

The firſt I ſhall mention is *Goa*; this is the moſt ancient, and lies on the W and SW coaſt of the iſland, where *Macaſſar* is, the ſeat of the Dutch government. Here is a pretty ſtrong brick fort called *Rotterdam*, with a garriſon of about 300 men.

In 1763, being in the road on board of a Dutch ſhip (after having loſt the veſſel I had commanded, the Bonnetta ketch, on

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ſome rocks near to and in ſight of the iſland *Salayer* *), though not permitted to go on ſhore at *Macaſſar*, I could perceive many guns mounted on the walls of the fort, from the road. The fort was ſaid to be a ſquare of about 400 feet, with 4 baſtions: the road is well ſheltered from any ſwell, by ſmall iſlands and ſhoals that lie off it. One iſland particularly, lies off the SW part of *Celebes*, called *Pulo Kaka*, about 15 miles long, with three ſmall iſlands to ſeaward of it. There is a jetty like the pier at *North Yarmouth*, built out from the town, to facilitate the landing of goods. The Dutch captain and officers were very ſhy of giving me any information. In the road lay a Chineſe junk of about 600 tons. Here they catch immenſe quantities of fiſh of various kinds.

In this diviſion of *Goa*, which extends a good way along the WSW and S coaſt of the iſland, the Dutch have on the S coaſt two wooden forts, where I have been in 1763, called *Bulo Combo*, and *Bontyn*, with a garriſon of 50 men in each. But, notwithſtanding repeated attempts from *Macaſſar*, with many European and country troops, I have heard from ſeveral, that the Dutch have never been able to get poſſeſſion of the iſland *Sampang Java*, lying at the mouth of the river *Jan-pandan*, ſouth of *Macaſſar*; ſo that *Goa* is almoſt independent of the Dutch. The King of *Goa* was formerly of moſt conſideration on *Celebes*; and though greatly fallen from his former conſequence, he is ſtill the moſt powerful prince in the iſland, and the Dutch command but little beyond the fort of *Macaſſar* (except *Bulo Combo* and *Bontyn)* in the *Goa* diſtrict.

The government of *Goa* is monarchical; the king is called *Karuang*, ſometimes *Rajah Goa*. *Navarette* calls him *Sambanco*; and his

* *Salayer* contains about 60,000 inhabitants. I travelled acroſs it in 1763, accompanied by Mynheer Jacob Bekkiſbaker, the reſident: he kindly came by Mr. Sinclair's order (governor of *Macaſſar*), who honoured me with a letter, at the ſame time, to the ſmall deſert ſandy iſland on which I was caſt away. We were carried by men up the very ſteep hills (that run along the middle of the iſland from N to S), on bamboo chairs made on the ſpot, and partly on horſeback on the flat lands. The natives drink much of a liquor called *Saquire*, drawn from the palm tree: they burn tallow from the tallow tree, as in *China*, to give light.

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empire formerly extended, not only over the whole iſland *Celebes*, but alſo over ſeveral adjacent iſlands, before the Portugueſe doubled the Cape of *Good Hope*.

The next diſtrict is *Bony*, or *Pony*, lying eaſt of *Goa*, and on the weſt coaſt of the great gulf or *Sewa*, entirely under the influence of the Dutch, who endeavour, but in vain, to make it ſuperior to *Goa*. Through *Bony* runs *Chinrana* river, after coming from the *Warjoo* country.

Bony, by the command of the river *Chinrana*, locks up as it were all acceſs to *Warjoo* by water: but certain agreements exiſt between the two ſtates, convenient to each in ſpite of the Dutch.

Bony is governed by a prince called *Pajong*. He is elected for life by ſeven *Orancayos*, a fixed number, which may be kept up by the *Pajong* (but not increaſed) from the *Dyons* (certain freeholders); and when an elector dies, a new elector is appointed by the *Pajong*, his heir not ſucceeding.

The Dutch always ſupport *Bony* againſt *Warjoo*, and have made the *Pajong* almoſt independent; yet the *Pajong* is often reſtrained by a ſort of parliament, elected by the freeholders: it conſiſts of 400 members, 200 of which are called *Matua*, 100 are called *Pabicharro*, and 100 are called *Galarang*. But of this I never learnt a diſtinct account; and I mention it only as a hint for future travellers. And if ſuch a mixed government does exiſt, it is natural to think the Dutch would endeavour to depreſs ſuch liberal notions, which, in the end, would ſo ſtrongly affect their own power and influence.

The third diviſion of *Celebes* is *Wajoo*, *Warjoo*, or *Tuadjoo*; it is governed alſo by an elective prince, called *Aramatooa*. He is elected for life by the four nobles of the higheſt rank, called *Oran cayo Batta bazar* (nobles of the great flag), from the body of an inferior nobility, called *Oran cayo Batta ampat Pulo*, (nobles of the forty flags), there being forty in number; and when elected, if he ſhould ſay,

"I am

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"I am poor," which may be the caſe, the reply made to him (by the nobleman who preſides at the election) is, *Warjoo berennee, Warjoo caio, Warjoo quaſſo*; which ſignifies, *Warjoo* is brave, rich, and powerful: intimating, no doubt, he ſhall want for nothing. He then accepts of the government. Beſides the four high and the forty inferior nobles, there is ſtill a kind of freeholders called *Dyons*, as in *Bony*. The *Aramatooa* can only keep up the number of the four high, and forty inferior nobility, when they are, by want of heirs, extinct; but he cannot increaſe the number. In *Warjoo* only the nobility is hereditary.

The fourth diviſion of *Celebes* is *Sopin*, where there are very high mountains, near the middle of the iſland. The fifth is *Selindrim*, NW of *Sopin*. The ſixth is *Mandar*, on the W and NW coaſt of the iſland, under a kind of republican government: here they manufacture much cloth (*cambays*). The Dutch are ſettled in ſeveral parts of the Mandar dominions, and get from thence much gold; yet they, and the people of *Warjoo* in general, have not only preſerved their freedom againſt the Dutch, but have (the *Warjoos* eſpecially) emigrated from their own country, and made ſettlements at *Rhio*, ſituated near the eaſt entrance of the Strait of *Malacca*, at *Sambowa*, an iſland eaſt of *Java*, and at *Paſſir*, on the eaſt coaſt of the great iſland *Borneo*. They always conſider their colonies as emancipated from the mother country, as ſoon as they are able to defend themſelves. Of a revolution that happened at *Paſſir*, on *Borneo*, in 1772, by a Buggeſs colony depoſing the native Malay king, with great civility and good manners, more will be ſaid; and I never heard that *Warjoo* (from whence the colony was ſettled) in the leaſt interfered. So, hiſtory tells us, the Greeks interfered but little with their colonies in the iſland Sicily, and elſewhere.

Of theſe ſix diviſions of the iſland *Celebes*, *Sopin* and *Selindrim*, being inland, are of ſmall conſideration, compared with the other four; yet *Sopin*, it is ſaid, can muſter many fighting men. *Goa*, *Bony*, *Warjoo*, and *Mandar* are much ſpoken of in hiſtory *. They had

* See Harris's Collections of Voyages.

many.

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many bloody wars with the Dutch, not only in former days, but as late as the year 1780, as I learnt from Captain James Scott, of *Queda*. The Buggeſſes of *Goa*, on ſome miſunderſtanding, attacked the Dutch fort *Rotterdam* at *Macaſſar*, but were beat off with great loſs of men: they aſked leave to bury the dead, which was refuſed. This cauſed much ſickneſs among the Dutch of *Macaſſar* at the time.

The Buggeſſes in general are a high-ſpirited people; they will not bear ill uſage *. They are alſo great merchants: their prows, called

* *Pulo Condore*, formerly an Engliſh ſettlement in the Chineſe ſeas, was cut off by the Macaſſar or Buggeſs garriſon, about the year 1703, and a few ſurvivors made their eſcape in a boat. The garriſon had ſerved their ſtipulated time; yet the governor, Mr. Katchpole, would keep them againſt their will for a longer period. The editor ſays, the *Macaſſars* are a brave, induſtrious, and faithful people; but, if provoked, daring and revengeful. Harris, vol. i. p. 855.

Monſieur Forbin, in the year 1685, at *Bancok* in *Siam*, had orders from Mr. Conſtance, who was his ſenior in command, to prevent all Siameſe from paſſing his fort. There came down the river a Macaſſar prow (*galere*), which was ſtopped by the chain Mr. Forbin had thrown acroſs. The Buggeſs captain told Mr. Forbin he had no Siameſe on board; that his crew were Macaſſars, returning to their own country. On which, Mr. Forbin ſaid, when that was verified, he ſhould have liberty to paſs; but, in the mean while, deſired him to land his men, "que la cour de Siam n'eût rien à me reprocher," ſaid Mr. Forbin. The captain, without heſitation, anſwered, "I agree to that; but they muſt land with their arms." "What!" ſaid Mr. Forbin, ſmiling, "are we at war then?" "No," anſwered the Buggeſs, "but the creſs that I wear by my ſide is conſidered ſo much a mark of honour by our nation, that we cannot part with it without infamy." This reaſon appearing to Mr. Forbin unanſwerable, he ſays, "Je m'y rendis, ne comptant pas qu'une arme qui me paroiſſoit ſi mépriſable, fut auſſi dangereuſe que je l'éprouvai bientôt après." Mr. Forbin unfortunately, afterwards, iſſued orders to his troops, commanded by a Portugueſe whom he had made major, to diſarm ſix Macaſſars. The Portugueſe frightened ſaid, "Monſieur, je vous demande pardon; mais ce que vous propoſez n'eſt pas faiſable; vous ne connoiſſez pas cette nation comme moi: je ſuis enfant des Indes: Croyez-moi, ces ſortes d'hommes ſont imprenables; et il faut les tuer pour s'en rendre maître. Je vous dis bien plus, c'eſt que ſi vous faites mine de vouloir arrêter ce capitaine qui eſt dans le pavillon, lui & ce peu d'hommes qui l'accompagnent nous tueront tous ſans qu'il en échappe un ſeul." Mr. Forbin goes on. "Je ne fis pas tout le cas que je devois de l'avis que ce Portugais me donnoit, & perſiſtant dans mon projet, dont l'exécution me paroiſſoit aſſez facile, Allez, lui repartis-je, portez mes ordres, tels que vous les avez reçus. Je ſuis perſuadé, qu'avant que de ſe faire

called *paduakan* (ſee the figure), go as far weſt as *Atcheen*, *Salengore*, and *Queda*, being very numerous, where in 1763 they took many Chulia ſhips. I never learnt truly how the affair was, but the gentle Indoſtaner of *Porto Novo*, where the Chulias of *Queda* generally fit out, reſiſted but faintly the bold Buggeſs. They deſerve the character

faire tuer, ils y penſeront plus d'une fois. Le major s'en alla fort triſte, & me continuat ſes bons avis, me dit en partant, " Mon Dieu, Monſieur, prenez bien garde à ce que vous faites; ils vous tueront infailliblement: croyez ce que j'ai l'honneur de vous dire; c'eſt pour votre bien."

" Le zèle de cet officier me fit entrer en conſidération: pour ne rien hazarder, je fis monter 20 ſoldats Siamois dans la gorge du baſtion, dix deſquels étoient armés de lances, & dix autres de fuſils. Je fis tirer le rideau du pavillon, & m'étant avancé vers l'entrée, j'ordonnois à un Mandarin d'aller, de ma part, dire au capitaine, que j'étois bien mortifié de l'ordre que j'avois de l'arrêter: mais qu'il recevroit de moi toute ſorte de bons traitemens.

" Ce pauvre Mandarin, qui me ſervoit d'interprete, m'obéit; au premier mot qu'il prononça, ces ſix Macaſſars ayant jetté leur bonnet à terre, mirent le crit à la main, & s'élançant comme des démons, tuèrent dans un inſtant l'interprete & ſix autres Mandarins qui étoient dans le pavillon. Voyant ce carnage, je me retirai vers mes ſoldats, qui étoient armés. Je ſautai ſur la lance d'un d'entr'eux, & je criai aux autres de tirer." After this the Macaſſars got to their galley, and ſet it on fire; they then ſet fire to a convent of Tellopys, and killed all the monks: 366 Siameſe and ſeveral French were killed, and 17 Macaſſars only, in this deſperate buſineſs.—Mémoires du Comte de Forbin, amiral de Siam du nom d'Opra ſac D'Eſom Cram, chef d'eſcadre des armées navales de ſa Majeſté, chevalier de l'ordre militaire de St. Louis, tom. i. Amſterdam, 1730.

When the Count d'Eſtaing took *Bencoolen* in 1760, where I unfortunately was, having been a freighter on board the ſhip Denham, that was burnt with all my property, he had a proof of the deſperate ſpirit of Buggeſſes. After the Engliſh had been ſent to *Batavia*, in the frigate Expedition, ſome Buggeſs prows arrived and traded with the Malays. What gave offence, I cannot tell; but the Count, afraid of an inſurrection amongſt the Buggeſſes, 2 or 300 in number, he having kept priſoner in *Fort Marlbro'* the Engliſh Buggeſs captain, *Dyon Macoolay*, who was a Buggeſs chieftain, and for whom his nation had a great regard and reſpect; to prevent this, the Count invited ſeveral to the fort, and when three had entered, the wicket was ſhut upon them: in attempting to diſarm them, they *mangamoed*, that is, run a muck: they drew their creſſes, killed one or two Frenchmen, wounded others, and, at laſt, ſuffered themſelves for ſupporting their point of honour. The Count d' Eſtaing behaved with great civility and politeneſs to his Engliſh priſoners, diſtributing a ſmall ſtock of proviſions with great impartiality: and, notwithſtanding what has been ſaid of the Count, the Engliſh had Mr. Douglas, Governor of *Gambroon*, exchanged in his place, before he

character given of Malays in general, by Monſieur Poivre, in his Travels of a Philoſopher, "fond of adventures, emigration, and "capable of undertaking the moſt dangerous enterprizes." The word Buggeſs has become amongſt Europeans conſonant to ſoldier, in the eaſt of *India*, as ſepoy is in the weſt.

The Dutch, in their quarrels with the Buggeſſes, have always played off one power againſt another, and have long loſt all confidence

he took *Fort Marlbro'*. A French ſerjeant having got poſſeſſion of a ſlave boy belonging to me, I applied to the Count, who ordered me immediate reſtitution; and ſhewed me equal favour, particularly in letting me go early to *Batavia* in a Malay prow. *Gambroon* was taken by Captain Ceſar, of the ſhip Condi of 50 guns, and the frigate Expedition.

Having ſaid ſo much of the deſperate diſpoſition of the Buggeſſes, I cannot help ſaying ſomething of the temper of Malays in general. If an European ſhip is paſſing the Strait of *Malacca*, or any of thoſe ſtraits in its neighbourhood, it is natural, if they ſee Malay prows, to ſend a boat towards them, to deſire them to come on board, to get news, &c. This ought never to be done by force; Malays have no other idea, when compulſion is uſed, but that it is the prelude to ſlavery or death; and many fatal conſequences have followed from attempts of this nature, when nothing hoſtile was intended on either ſide. If a boat ſent on ſuch buſineſs be ordered to lie-to at a ſmall diſtance, and talk to the Malays, to diſarm their firſt apprehenſion, fifty to one but they will then go on board voluntarily, eſpecially if it is an Engliſh boat that calls them.

I mentioned in a note in page 73, that I was caſt away in 1763, on a ſmall iſland eaſt of *Salayer*, in the Bonnetta ketch. There was no freſh water on the ſmall ſandy iſland, and I went to an adjacent iſland to ſearch for ſome, but found a very little in holes of the rocks, enough only to quench our thirſt. Returning to my companions next day, the 23d February, I ſaw two prows, one ſailing away from the other, which was left with the ſail flapping againſt the maſt. It ſtruck me, as I ſaw nobody, that ſhe was deſerted: and I cheered up the crew (Laſcars only), to pull ſtrong, to take poſſeſſion of what I thought was abandoned. When within about three times the length of my own boat of the prow, about ten Malays appeared, with lances in their hands, from under the prow's thatched roof, where they had lain in ambuſcade. I immediately called out to them, *Jangang takut* (Do not be afraid), held water with the oars; yet the boat had ſuch freſh way, that her ſtem went againſt the prow in a perpendicular direction, but did not ſtrike hard. I inſtantly quitted the tiller, and, croſſing the thafts, went on board, and took the *Noquedah* by the hand, ordering my boat immediately to lie off: his hand trembled, which pleaſed me much, as it aſſured me he was afraid. I ſoon perſuaded him I was Engliſh. After aſking for ſome rice and water, they ſaid they would ſupply me; but did not incline my boat ſhould come and fetch it. I got a jar of water and a bag of rice, which was carried on board of my boat by their canoe. They had got a good many piece goods from the wreck. Mynheer Jacob Bekkiſbaker came ſoon after very kindly to my relief, as has been ſaid.

with

with the natives in general. They keep what they poſſeſs on *Celebes* chiefly on account of its being the weſt frontier to the Spice Iſlands, and ſeem afraid of extending their commerce ſo much as they might, for fear of innovation of ſentiment among the natives; or, rather, wiſh to diſcourage their commercial exertions, which formerly were very conſiderable. There are many other entrances to the Spice Iſlands, beſides *Salayer Strait* (the Buggeroons) where the Dutch generally have cruiſers, and the Buggeſſes often find their way there in ſpite of their vigilance.

I have ſeen, 25 years ago, 15 Prows at a time, at *Bencoolen*, loaded with a mixt cargo of ſpices, wax, caſſia, ſandle wood, dollars, and the cloths of *Celebes* called cambays.

The Dutch have alſo the addreſs to make the places held by them on *Celebes*, not only maintain themſelves, but produce a clear profit, from trade and tribute, in gold, wax, rice, ſago, ſlaves *, &c. The ſupreme government of *Batavia* ſupplies the different ſettlements with the cloths of *Indoſtan*, at 33⅓ advance on the prime coſt; whatever theſe cloths ſell for more is the profit of their ſervants: they alſo ſell a great deal of Bengal opium, *Porto-novo* blue and white cloth, fine Bengal coſſaes and hummums, and much iron, ſteel, and cutlery as has been ſaid.

The inhabitants of *Celebes* are very induſtrious, weaving a deal of cotton cloth, generally cambays, which they export to all Malay countries; it is red chequered and mixed with blue; they alſo make beautiful ſilk belts, in which they fix their creſſes.

On the coaſt of *Coromandel* they make a cloth in imitation of cambays, not ſo well wove, but of brighter colours, called the *chaw* (a red colour). The Buggeſſes alſo often import cotton from the iſland *Bally*, both raw and ſpun into yarn. At *Bally* they do not underſtand packing cotton, as at *Bombay*, but ſtuff it into baſkets.

* It is inconceivable to an European the number of domeſtic ſlaves the Dutch have at *Batavia*, Macaſſars, Javans, Nias, &c. ſomething like what we read of old *Rome*: they all go wonderfully neat and clean, and many learn mechanical trades, the Nias eſpecially.

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The Buggeſs cambay, though only one garment, which ſhrowds from head to heel when the wearer ſleeps, is often ſold from 6 to 10 Spaniſh dollars a piece: ſome are fine as cambric very ſtrong wove, but dull coloured: being chequered, it much reſembles tartan, and is often wore like a ſaſh gathered up on one ſhoulder over a tight waiſtcoat, and breeches that reach within a ſpan of the knee. Altogether a Buggeſs reſembles much a Scotch highlander, when the ends of the plaid are ſewed together; his arms are ſword, lance, dagger (durk) and target, ſometimes a muſquet and bayonet, or blunderbuſs, inſtead of the lance; but then he is attended by a lad, who, himſelf armed, carries ſeveral lances.

Their exportation to *Bencoolen*, of cambays, is ſuch that they have been obliged, lately, to lay a heavy duty on that article, as it interfered with our own importations from *Indoſtan*, and of cambays and lungys from *Bengal*. The Buggeſſes alſo manufacture, from the inner bark of a ſmall tree, a kind of paper, in which they wrap their fine cambays; they often dye this paper of various colours, and export much of it even to *Manilla*, and various other places: it reſembles the Otaheité clothing.

They build their *paduakans* (which in general we call prows at *Bencoolen*) very tight, by dowling the planks together, as coopers do the parts that form the head of a caſk, and putting the bark of a certain tree between, which ſwells, and then fit timbers to the planks, as at *Bombay*, but do not rabbet (as it is called) the planks, as at *Bombay*. In *Europe* we build reverſely; we ſet up the timbers firſt, and fit the planks to them afterwards; the largeſt never exceeds fifty tons; they are bigotted to old models and fixtures in fitting their veſſels.

The paduakans have their bow lowered or cut down in a very awkward manner; a bulk head is raiſed a good way abaft the ſtem, to keep off the ſea, and the fore part is ſo low as to be often under water; they are unfit to encounter a gale of wind, not being decked. (See the figure).

They

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They make fire-arms, but cannot make gun locks; they alſo caſt ſmall braſs guns, which they call *rantakka*, and are curious in fillagree work, both in gold and ſilver: the larger rantakka is about 6 feet long, and carries a half pound ball, like Marſhal Saxe's amuſette. They get many rantakkas from *Borneo* proper, where they are expert in making them.

At a place called *Kyly* or *Kyela*, north of *Macaſſar*, and in the Mandar diviſion, there is ſaid to be a ſpacious harbour; there are alſo ſaid to be ſome hills free from wood, and covered with graſs, near the harbour, and many ſheep are bred there: this is unuſual in a Malay country, where trees in general have poſſeſſion of the ſoil, and ſheep are therefore univerſally ſcarce. Goats much more plenty.

There are two or three harbours on the eaſt coaſt of *Celebes*, and two on the north coaſt, *Koandang* and *Amoran*, as I am told; but I never was in any place but *Macaſſar Road*, *Bontyn*, and *Bulocombo*, where there are no harbours.

The Malays write their language in the Arabic character from right to left. The Buggeſſes write their language in a character peculiar to themſelves, ſomething like the Rejang and Batta on *Sumatra*, as we do from left to right, of which Mr. Marſden has given a ſpecimen *. Navarette, who viſited *Macaſſar* in 1650, ſays they had a library of European books †. I take them to be a

* The accompanying map of my voyage in the Tartar Galley, to *New Guinea*, was wrote upon by Noquedah Inankee, which writing I ſent home to Mr. Dalrymple, who was ſo good as to get it engraved on the old plate: it ſhews how far their writing reſembles the Rejang and Batta. The Batta *a* being ſhaped like our numeral 6 inverted and placed horizontally, is clearly the letter *Ia* with the Buggeſſes, as appears in the ſecond letter that expreſſes *Cape Auguſtin* in the ſaid map: there are alſo other ſtrong reſemblances; The Rejang *Na* like the buggeſs *Wa* or the Roman or Greek *M*, occurs frequently, particularly in the ſecond letter that expreſſes the iſland *Ceram*. Neither Greeks nor Romans, ſurely, knew any thing of the iſland *Celebes*, but the letter *M* may have travelled. Their vowels are in the ſame order as ours, *a*, *e*, *i*, *o*, *u*, *ung*. Their numerals I have unfortunately loſt; but remember that they had ſome reſemblance to the Perſian.

† Enſenenos algunas mapas y libros nueſtros, querdava la libraria de ſu padre que era famoſa. Tratados hiſtoricos, ethicos y religioſos de *China*. Wrote by Fran. Dom. Fernandez Navarette. Trat. 6, caput 8, ſect. 2, p. 329; *Madrid*, 1676.

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very ancient people, but whoſe hiſtory is loſt; at leaſt the many Buggeſſes I have converſed with ſeemed all to be of that opinion, and told me many ſtories of a former great king, called *Rajah Lout*, (king of the ſea) who uſurped the throne of *Goa*. He was admiral of his ſovereign's ſea forces, and ſucceeded in dethroning his maſter about 200 years ago. The Buggeſſes on the ſea coaſt univerſally ſpeak the Malay tongue, and they have many Malay phraſes in their language, even whole ſentences.

They are fond of ſea charts, I have given many to certain *Noquedas* (commanders of Prows) for which they were very grateful, and often wrote names of places in their own language, which I read to them on the charts; and they were always very inquiſitive about Europe, and *Neegree Telinga* (Indoſtan). Their Prows have not yet croſſed the bay of Bengal, whatever they may do hereafter, whilſt, doubtleſs, Arabian ſhips from the Gulphs found their way to Celebes, as well as to *Camfoo* (the city of Arabian traders), which was, perhaps, Canton, long before the paſſage round the Cape was diſcovered; and in thoſe days, before Dutch oppreſſion, the Buggeſſes certainly traded largely to moſt of the eaſtern iſlands in their own manufactures, and held many of them in ſubjection. The Dutch made peace with the Buggeſſes in 1667, on condition they ſhould expel all the Portugueſe.

The laws of the inhabitants of *Celebes* are adminiſtered according to old cuſtoms handed down from their anceſtors, and retained in the memory of their old men (*Oran Tua*), and many are committed to writing in *Goa*, *Warjou*, *Bony*, and *Mandar*, and conſidered as the law of the land; in dubious caſes they refer to the Koran, if applicable.

Their religion is Mahometan, with this laudable cuſtom, if a man marries his equal, he takes but one wife; if below him, he may take four*. I have been told by ſeveral Buggeſſes, that they

* In the iſland *Sumatra* the common law is alſo retained in the memories of the elders of

they ſail in their Paduakans to the northern parts of *New-Holland*, poſſibly *Carpentaria Bay*, to gather Swallow (Biche de mer), which they ſell to the annual China Junk at *Macaſſar*; they ſay alſo, gold is to be got there. I make no doubt but that our ſettlements in *New-Holland* will ſoon be viſited by Buggeſſes, when the *Engliſh* extend from port *Jackſon* further north into a warm climate.

When I was at *Paſſir* in the year 1772, on my way to *Balambangan* with *John Herbert*, Eſq. we found it a place of great trade, with two fathoms water on the muddy bar of a river which led up to the town forty-five miles; the tide running a good way up above the town, which conſiſted of about 300 wooden houſes on the north ſide of the river, moſtly inhabited by Buggeſſes, all of them merchants. The ſultan, a Malay Prince, had his houſe and wooden fort on the ſouth ſide, a very little way from the river.

Whilſt the Hon. Company's ſhip Britannia lay about 15 miles off the river's mouth, in ſix fathoms muddy ground, Mr. Herbert, and moſt of the gentlemen who came with him from *Bencoolen*, civil and military, about twelve or fourteen in number, went up to town. They were received by Buggeſſes and a few king's guards, who by firing of muſquetoons, &c. (ſmall arms) as is their cuſtom, though in an irregular way, did our Chief what honour they could. We were then lodged, by the king's order, in a decent houſe, on the oppoſite ſide of the river to where he lived in his wooden fort. Next day Mr. Herbert and ſeveral gentlemen waited on the ſultan. On the 5th day after our arrival we were all to dine with the ſultan by invitation. The head-man of the Buggeſſes, whoſe name was *Teroway*, and ſeveral of his nation, were alſo invited. We accordingly repaired to the palace on the day appointed about noon, in hopes of meeting the Buggeſſes, but not one appeared. A long table was ſpread in the European manner with china, plates, knives and forks, and benches on each ſide were placed for a great number

of Dooſoons (villages,) but latterly, by the influence of the *Engliſh*, they are in ſome places committed to writing. Marſden's Sumatra.

of

of expected gueſts. After waiting a conſiderable time, and no Buggeſs, nor even meſſage from them, appearing, the ſultan ſat down at the head of the table with ſeveral of his courtiers and relations on his left hand, whilſt Mr. Herbert and the Engliſh gentlemen ſat on his right hand. The ſultan ſpoke but little; a very good dinner was provided, and amongſt many diſhes of fiſh and fowl, there was ſome excellent mutton, that, as I was told, came from *Kyly*, on the oppoſite coaſt of *Celebes*. At dinner, we Chriſtians drank wine which Mr. Herbert had provided; the ſultan and Malays drank ſherbet, and ſome of them a very little wine. At ſix o'clock, after drinking tea and coffee, we took leave, each forming his own conjecture.

Next day we heard there was a miſunderſtanding between the ſultan and the Buggeſſes about the collection of port duties, the latter inſiſting on what for many years they had enjoyed, and for which they had always defended the freedom of the port from Dutch influence. At this time we had landed many bales of long cloth white and blue, iron and lead, from the Britannia, which Mr. *Edward Coles*, the appointed reſident, was diſpoſing of. Mr. Herbert, however, took the alarm, and went on board the Britannia, at the ſame time ſent me to reconnoitre the little Paternoſters, a group of 13 ſmall iſlands already mentioned.

I was about four days gone, and on my return found that three days after Mr. Herbert went on board the Britannia, *Teroway*, a Buggeſs orancayo, and his men had ſurrounded the ſultan's fort, and forced him to leave *Paſſir*, and retire to another river about 100 miles ſouth of it. He was allowed to take with him all his property without the leaſt reſtraint. I was next day ſent on ſhore by Mr. Herbert to bring off the Company's goods. I found the greateſt tranquillity in the place, as if nothing had happened, notwithſtanding the recent revolution.

Teroway behaved with the greateſt civility to Mr. Coles and myſelf, and lamented our intended departure. Mr. Coles, after ſending

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ing off the Company's goods, embarked on the Britannia, by Mr. Herbert's poſitive order, though much againſt his own opinion and wiſhes, as at this very time a number of Buggeſs Prows entered the river loaded with rich cargoes, and we had purchaſed a good deal of opium of Capt. Clements, from Bengal, of which theſe Prows were in great want. *Paſſir*, as a factory, would certainly have been very advantageous to the Company, its ſituation being very centrical; and, as I was only a ſpectator in this buſineſs, I muſt own, in my opinion, Mr. Coles was right, and Mr. Herbert was rather impatient and irreſolute. The revolution being quietly brought about without bloodſhed, and there being not the leaſt danger of another, was the moment for us to fix, under the protection of the Buggeſſes, and without any charge of guard and garriſon, quietly trade as in China (paying only a moderate duty of five *per cent.* but no port duty or meaſurement whatever, as in China), in a plentiful country of great reſort.

From *Paſſir*, the Britannia went to *Sooloo*, where opium is not in great demand, *Celebes* being its great mart. From *Sooloo*, the Britannia went to *Balambangan*, the capture of which place by the *Sooloos*, under a certain ſturdy baron called *Dattoo Teting*, is related in my voyage to *New Guinea*, in February 1775.

I have thought proper to mention the above incident at *Paſſir*, as it ſhews ſomething of the character of the Buggeſſes. They are by far men of the moſt honour of any of the Malay caſt I ever met with, are really a diſtinct people, and have ſomething free and dignified in their manner ſuperior to other Malays*. After the Count d'Eſtaing deſtroyed and abandoned *Fort Marlbro'*, in 1760,

* The *Macaſſars* and *Buggeſs* people who come annually to trade at *Sumatra*, are looked upon by the inhabitants as their ſuperiors in manners; the Malays affect to copy their ſtyle of dreſs, and frequent alluſions to their feats and achievements are made in their ſongs. Their reputation for courage, which certainly ſurpaſſes that of all others in the eaſtern ſeas, acquires them this flattering diſtinction; they alſo derive part of the reſpect ſhewed to them, from the richneſs of the cargoes they import, and the ſpirit with which they ſpend the produce. Marſden's Sumatra, p. 172.

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many Buggeſs Prows came there to trade. I ſold them many cheſts of opium for dollars and *Perſian rupees*, imported by the French, no doubt, from *Gambaroon*; and though they were under no reſtraint, they behaved with great honour and fairneſs to me, who was entirely in their power. *Fort Marlbro* was reſettled ſome months afterwards by Capt. Vincent, of the Oſterly, who was ſucceeded by Mr. Audly from *Madras*.

In the above-mentioned voyage, page 228, I obſerved, that *Malfalla*, a relation of the ſultan of *Mindano*, brought 70 ſlaves from *Celebes*. One of them, a very decent Buggeſs, named *Setoppo*, told me the Dutch get gold from the north coaſt of that iſland, including *Manado*, to a great amount.

Tontolee, rather on the NW coaſt under *Mandar*, Produces tayels of a dollar and a half weight, yearly,	300
Bole, lying eaſt *Tontolee*, — — —	5,000
Boliman — — — —	5,000
Koandang, under *Mandar*, where are good horſes, and off which are many ſmall iſlands, —	3,000
Bolang Itam — — — —	300
Kydeepan — — — —	200
Amoran, where is much rice and a harbour	1,000
Bolong, producing wax, birds neſts, and much rice	5,000
Manado and *Gorantellu* — — —	5,000
Tayels	24,800,

which at 5*l.* the tayel is, pounds ſterling 124,000. The Dutch garriſon their different poſſeſſions on this iſland, with about 8 or 900 Europeans, and country troops.

The Dutch gain much on their copper money, which going amongſt the highlanders, and often worn as ornament (by children eſpecially), never returns. About the year 1770, the Dutch

Dutch obliged the inhabitants of Limboton to build a fort near Koandang, 500 feet ſquare; the walls 3 fathom high. Setoppo could have no view in deceiving me in this account.—The poor man was ill at the time he gave it me.

I ſhall now deſcribe the great gulf *(Sewa)* from the information of *Noquedah Inankee*, who has already been mentioned. I preſented the *Noquedah* with a ſet of the charts *(Pata)* and views of land *(Tooliſan)* of my *New Guinea* voyage; on each of which he wrote name and explanation in the Buggeſs language, and was much gratified with the preſent.

Having paſſed the ſtrait between *Celebes* and *Salayer*, called the Buggeroons, keep on in a direction NE by N about 130 miles, and you will find, near the weſt coaſt of the *Sewa*, a ſmall iſland called *Baloonroo:* it is viſible 8 or 10 leagues off, and has on its eaſt end ſome rocky iſlots; they muſt be left on the left hand going north. Further on, about a day's ſail, which I fix at 60 miles, is the mouth of the river *Chinrana:* this river takes its riſe in the *Warjoo* country, and paſſes through *Bony*; the capital of which is called *Toſſoro*, and lies a day's journey by water from the mouth of the river; it has a good muddy bar, paſſable by large ſhips, and navigable a good way up. It has ſeveral mouths; and there are many towns on its banks, as has been ſaid in both the diviſions of *Bony* and *Warjoo*, where a great trade is carried on in gold, rice, ſago, caſſia, tortoiſe-ſhell, pearls, ſwallow, agal-agal, &c. &c. The anchorage is good off the river's mouth.

Half a day's ſail further N along the weſt coaſt of the Buggeſs *Bay* or *Sewa*, is the river *Peeneekee*, not very conſiderable. Further on are two places called *Akolingan* and *Telludopin* on the ſaid weſt coaſt; they are pretty well inhabited. Continuing ſtill N, you come to the river *Sewa*, not very conſiderable; then to the river *Loo*, famous for boat building: then you come to *Mankakoo*, where there is gold and much ſago very cheap; they have alſo caſſia and ſeed pearl.

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Being now come to the bottom of the *Buggeſs Bay*, the ſago-tree abounds very much; and in many parts of the *Sewa* there are ſpots of foul ground on which they fiſh for ſwallow, which they generally carry to Macaſſar, to ſell to the China Junk.

On the eaſt ſide of the *Sewa* the country is not ſo well inhabited as on the weſt ſide; the SE point of the *Sewa* is called *Pajungan:* here is a cluſter of iſlands, rather ſmall, with good anchorage amongſt them. Having left the *Bay*, you come to the high mountains of *Cabayan*, and the iſland *Booton*, where lives a prince independent of any Buggeſs power, but, I believe, under Dutch influence.

This *Noquedah Inankee* had navigated a good deal about *Celebes* and the adjacent iſlands: he told me the *Gentoos*, on the iſland *Bally*, worſhip ſeven gods, named in general Dewa; or rather one god, to whom they give ſeven different attributes; that there are ſeveral places well inhabited weſt of *Carang-Aſſem* on that iſland, named *Padang*, *Caſamba*, and *Tubang*, which laſt has a harbour. The high peak of *Bally*, bearing N by E from *Carang-Aſſem* road, is called *Agong*, and the high peak of *Lomboc*, *Rangamy*.

I alſo learned from him, that that part of *Lomboc* oppoſite to *Bally* is called *Saſſa*, where is the road of *Tanjong Carang* (rocky point), into which you run over a rocky entrance, with 6 fathoms depth for 200 yards. In the SE corner of this road is a harbour called *Tring*, with 7 and 8 fathoms muddy ground.

He alſo told me, that on the NW part of *Lomboc* is a harbour called *Kombang*. I conſider all this information about *Tanjong Carang* road, *Tring* and *Kombang* harbours, as good hints. If ſhips go this way, it is ſurely worth while to ſend boats to reconnoitre the truth. I can never believe *Inankee* wanted to deceive; but the ideas of Malays in general (accuſtomed to ſmall veſſels) and ours are different with reſpect to harbours: he called *Lomboc Strait Kallat Banco-banco*, which means *Whirlpool Strait*. *Banco* is a Bally

 word,

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word, *Kallat* a Malay word, ſignifying ſtrait: and here I cannot help mentioning the comfortable and cheap refreſhment that is to be had at *Carang Aſſem (rough Stone)*: ſee Dalrymple's maps; amongſt which is a view of Bally Peak (*Agong*). Bullocks 3 dollars a-head, hogs a dollar; ducks 12 for a dollar, fowls 20; rice very cheap; and the great convenience of watering by their country canoes, that will carry on board 20 or 30 Gang caſks for a dollar, two caſks at a time. Bring the Peak (*Agong*) N by E, and anchor in 10 fathom ſand and mud, a mile from ſhore, entirely out of the tide. The canoes go into a ſmall river, and get excellent water.

The climate of *Celebes*, already ſpoken of, alſo the animals, may be conſidered as much the ſame as thoſe of *Sumatra*, and the former as much diverſified; of which Mr. Marſden gives a juſt account.

Inankee confirmed to me the account I have given in my Voyage to *New Guinea*, of the *Gentoos* on *Lomboc* having large tanks on the hills for watering the rice-grounds during dry weather.

The gold of *Celebes* is generally got, as on *Sumatra*, from the beds of rivers and torrents; and there are many ſprings iſſuing from crevices of rocks that bring ſome little gold along with the water, which, running through a veſſel bottomed with ſand, leaves its treaſure behind.

At *Pulo Sinko*, called *Salida* in ſome maps, a Dutch ſettlement in *Sumatra*, I remember, in 1758, cloſe by the ſea ſide, a ſmall ſpring of freſh water running from a crevice of the rock equal to what iſſues from an ordinary tea-urn; it ran into a ſmall caſk, about the ſize of a butter firkin: ſome years afterwards the caſk was full of ſand and gravel. The Reſident, Mynheer Van-Kempen, in 1771, took it into his head to waſh this gravel; for which purpoſe a canoe, lying cloſe to the ſpring, preſented itſelf as very convenient: he got from a firkin full of ſand and gravel as much gold as made his lady a ſizeable ring, which I ſaw on her finger.

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Some rivers are famous for giving gold of a high touch; others give pale gold, of a low touch—*Mas moodo.*

The *Battas* of *Sumatra* make tanks, well floored with planks, and place them near a brook or torrent; the tanks having gathered much ſediment, they turn in a buffalo, which being driven a good deal up and down amongſt the wet earth, the gold ſubſides; they then throw off the upper earth, and find more or leſs gold at the bottom, according to their good fortune.

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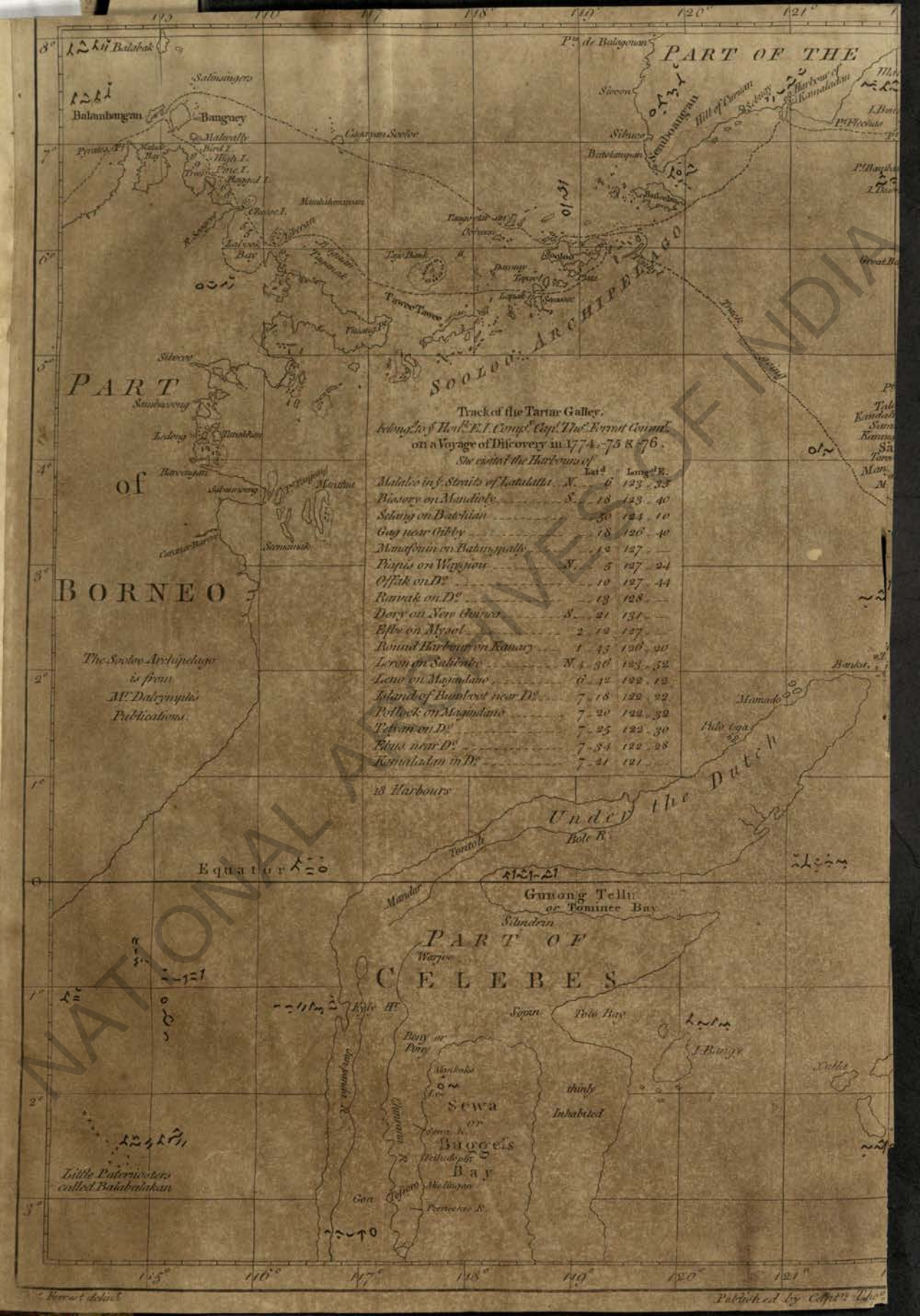

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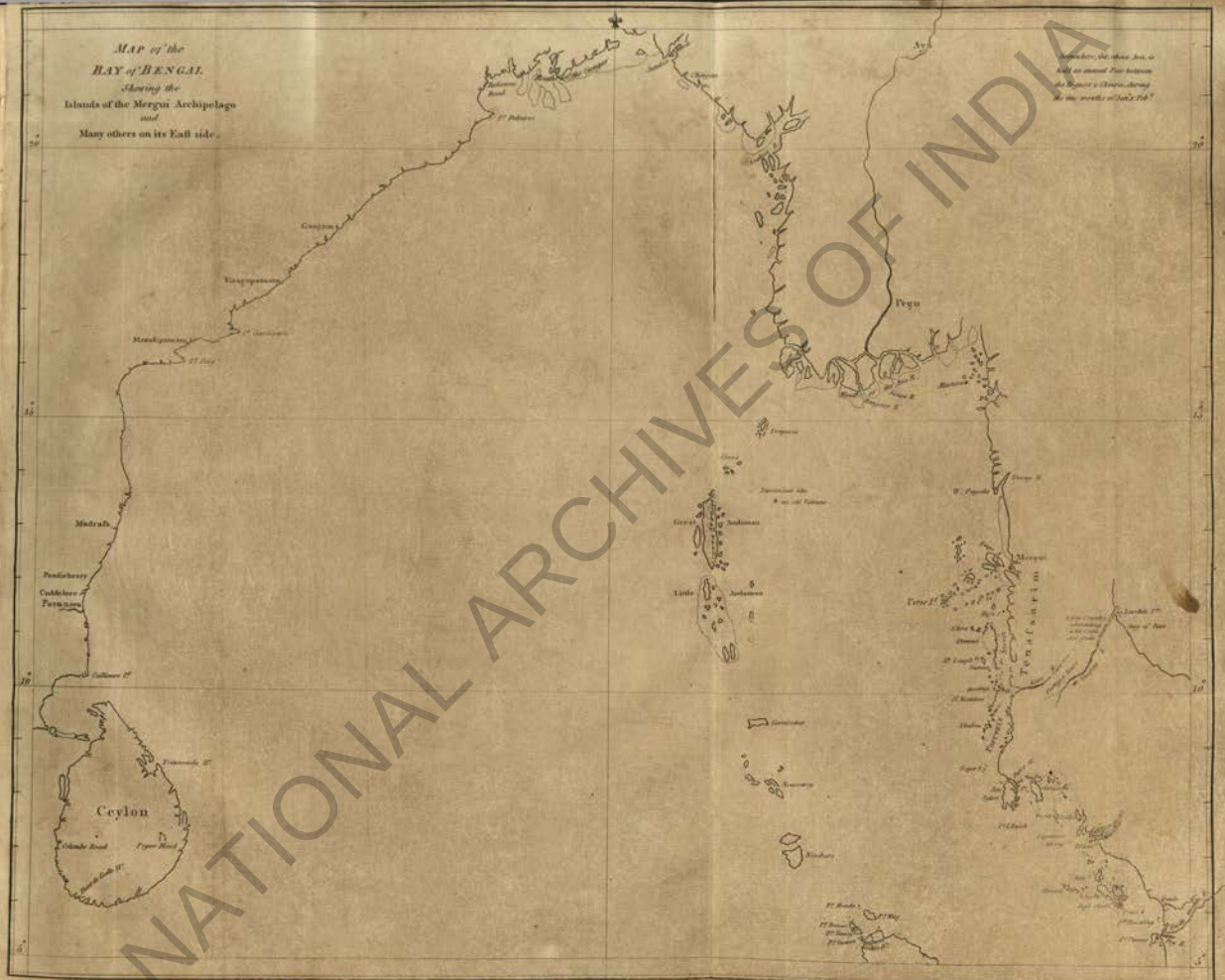

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A

TREATISE

ON THE

MONSOONS

IN

EAST-INDIA.

FIRST PRINTED IN 1783,

AND ADDRESSED TO

LAWRENCE SULLIVAN, ESQ.

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Of the Monſoons in general.

THE word *monſoon* comes from the Malay word *mooſſin*, which ſignifies ſeaſon. By many who know little of the Malay tongue, the word *mooſſin* is underſtood to mean *year*. But this is a miſtake; for the word *town*, exactly as we pronounce it, ſignifies *year*, mooſſin, ſeaſon; and in the Malay idiom they ſay *mooſſin baarat* (weſt monſoon), and *mooſſin timor* (eaſt monſoon), in places where the different monſoons blow nearly in theſe directions, as at *Batavia*, *Bencoolen*, *Malacca*, and many other places. They alſo ſay at *Paſſir*, *Sooloo*, *Balambangan*, and many other places, where the gite or ſituation of the land or iſland favours the expreſſion, by cauſing the winds to blow accordingly, *mooſſin attara* (north monſoon); *mooſſin ſalatan* (ſouth monſoon). I beg leave to call, in the courſe of theſe remarks, the well-known ſouth-weſt monſoon, the *ſummer monſoon*; and the well-known north-eaſt monſoon, the *winter monſoon*. I alſo beg leave to call the north-weſt monſoon (well known, but the advantage to be drawn from it little adverted to in *India*, and of which I ſhall have a great deal to ſay in the ſequel); I ſay, I beg leave to call it the *middle* or *croſs monſoon*. It prevails from the Line to 10 deg. ſouth latitude; whilſt the north-eaſt monſoon blows to the northward of it, in the *North Indian* ſea, in the *Bay* of *Bengal*, and in the *China* ſeas. It is particularly mentioned by *Thornton*, and extends from the iſlands *Seychells*, or *Mahé*, as far eaſt as the coaſt of *New Guinea*, and, I believe, through *Torres's Endeavour's Strait* between *New Guinea* and *New Holland*, into the *South Sea*.

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Of the Cauſes of the Monſoons in India; their Analogy to what we find in the Atlantic; and how they coincide with, or oppoſe, the Trade Winds.

THAT the diurnal motion of the ſun from eaſt to weſt is the cauſe of the trade winds all over the world, with certain exceptions, owing to the intervention of lands, mountains, &c. is a kind of ſelf-evident propoſition. Theſe winds go their continual round; nothing interrupts in the *Atlantic* and *Pacific* oceans; and in the *Indian* ocean, were the ſea as open in north as in ſouth latitude (I mean within the Tropics), the trade-wind would doubtleſs be found to prevail there alſo from the north-eaſt all the year round, without any revolution from the ſouth-weſt; or, in other words, there would be no monſoon.

In the *Pacific* and *Atlantic* oceans, but more particularly in the latter, the motion of the ſun from north to ſouth has certainly an effect upon the north-eaſt and ſouth-eaſt trade-winds: but the *Indian* ocean, by which I mean the whole contained between the *Cape* of *Good Hope* to the north-eaſt; then eaſt as far as the *China* ſeas; and then ſouth, by *New Holland*, has no exit northward; and is open only by the *Philippines* and *Moluccas* into the *South Sea*.

This ocean being in a manner ſhut up to the north, is moſt obviouſly the cauſe of the return of the clouds and vapours that are driven thither in the ſummer monſoon; theſe vapours following, or being generated by the ſun's approach. So iſlands, in hot countries, gather clouds on their hills towards noon, when the influence of the ſun is great, which are again diſcharged, or ſent back towards the ſea, when the ſun is gone *.

Let us ſuppoſe the continent of *Europe* extended from *Portugal* weſt to *America*; or, in other words, were the *Atlantic* ſhut up to

* And ſuch hills are generally clearly to be ſeen early of a morning, the clouds being then ſubſided.

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the north, that ocean would, I apprehend, be ſubject to a regular monſoon as the *Indian* ſea is: and we mean to ſhew it is not entirely without ſomething which reſembles a periodical monſoon, ſituate as it is, open, for aught we know, to the North Pole.

The eaſt promontory of *South America*, ſituated in a low latitude, projects a little way into the *Atlantic*. Here the currents ſet northward in the ſummer monſoon, and ſouthward in the winter monſoon *; following the ſun preciſely as they do in *Eaſt India*.

The body of water driven weſtward by the trade-wind at north-eaſt in the *North Atlantic* to the *Weſt Indies*, is ſtopped by the *American* continent, and finds an exit in the gulf of *Florida*. This ſtrong current is well known; poſſibly the body of water driven by the ſouth-eaſt trade-wind in the *South Atlantic* contributes its ſhare: but, from the gite of the eaſt promontory of *Brazil*, and the trending of the coaſt thence to the weſt of ſouth towards *Cape Horn*, there is the greateſt reaſon to think the current ſets ſouthward almoſt perpetually; and eſpecially as the current on the oppoſite *African* ſhore ſets continually north near the land, from the *Cape* of *Good Hope* northward.

Of the three great promontories in the ſouthern hemiſphere, *Van Demen's* in *New Holland*, *Cape of Good Hope* in *Africa*, and *Cape Horn* in *America*, that ſeem, by their bleak, torn, and rocky fronts, to have withſtood the ſouthern ſtorms (whilſt, poſſibly, many thouſand years ago, low and habitable lands contiguous to them have been ſubmerged by the tempeſt), there are two remarkable phenomena peculiar to the *African* and *American* capes; and of which there is not the leaſt doubt, as both are verified by experience: the current ſets almoſt continually to the eaſtward off *Cape Horn*, and to the weſtward off the *Cape* of *Good Hope*. How the

* Vide Anſon's Voyage, and Cook's Voyage in 1775. In the Centurion they had a continued help to the ſouthward in winter, along the *Brazil* coaſt. This coincides with Thornton in the India Pilot, already quoted.

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current generally ſets off the ſouth promontory of *New Holland*, we cannot tell, having no experience; therefore I can ſay nothing about it. But I think it is reaſonable to ſuppoſe, that the almoſt perpetual weſterly wind off *Cape Horn* cauſes the eaſterly current *; and the almoſt perpetual ſouth-eaſt trade-wind at the *Cape of Good Hope*, with the body of water driven weſtward by the ſaid ſouth-eaſt trade-wind, in the *Indian* ocean, cauſes the weſterly current. Theſe well-known facts, I think, juſtify us, by analogy, to conclude, that the body of water driven before the ſouth-eaſt trade-wind in the *South Atlantic*, finds exit ſouthward near the foremen-tioned eaſt promontory of *Brazil*; as, in a parallel caſe, the ſame ſimilar direction or courſe of current, in the *North Atlantic*, finds exit through the gulf of *Florida*, which every body knows.

* Vide Anſon's Voyage, and the remarkable current on board the Lion of *Cadiz*, Captain Durloz Guyot, of *St. Maloe's*, publiſhed in Mr. Dalrymple's account of Halley's Voyage. They were ſet 10 d. 36 m. of long. to the eaſtward, in returning round *Cape Horn* from the Line, in 1756, and fell in with a large iſland in lat. 54 : 50 ſouth, and long. 41 : 32 weſt of *Paris*.

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Of the Middle Croſs Winter Monſoon.

WE have already aſcribed the cauſe of the north-eaſt monſoon to a kind of revolution in the atmoſphere, from where the mountains of *China* and *Tartary*, of *Tibet*, of *Pegu*, *Indoſtan*, &c. being overcharged with vapours by the approach of the ſun in ſummer, now, at his withdrawing ſouth in winter, diſcharge the accumulated load, ſometimes from a north, ſometimes from a north-eaſt direction, according to the gite or lying of the coaſts near which it blows. On the ſouth part of *Sumatra* it blows at north-weſt.

The great body of water that begins to run in various directions, weſt, ſouth, ſouth-ſouth-eaſt, &c. according to the ſaid gite of lands and iſlands, comes like a torrent betwen *China* and the *Philippines*, from the north-weſt part of the *South Sea*, in the month of October, when the NE monſoon begins.

The current that, in November eſpecially, ſweeps round *Ceylon* to the weſt, cannot ariſe from any great accumulation of water in the *Bay* of *Bengal*, as it is what the French call a *cul de ſac*, but is greatly furniſhed from the *Strait* of *Malacca*; which current I have experienced to ſet ſtrong north-weſt and north-north-weſt, near *Queda* and *Jan Sylan*, for a little way into the *Bay* of *Bengal*, in November, from the ſaid Strait.

Here it is obvious the ſaid current, in the *Malacca Strait*, comes from the *China* ſeas; which alſo at this time ſets through the *Banca Strait* towards the *Sunda Iſlands*. It is obvious alſo, that no great accumulation of waters can be gathered in the *North Indian* ocean near *Surat* and *Malabar*, as there is no exit that way northward, it being alſo a *cul de ſac*; which brings me near *Africa*, where, from analogy, ſtrengthened by experience, I ſuſpect the middle or croſs monſoon to be generated.

The

The ſouth-weſt monſoon, ſweeping down the gut of *Madagaſcar* in ſummer, without doubt cauſes a great accumulation of vapour on the mountains of *Africa*. Theſe mountains, near the cataracts of the Nile, collect the annual ſtock which fertilizes *Egypt* *.

Were *Africa* † narrow from eaſt to weſt, to what it is;—were the *Mediterranean* and the continent of *Europe* much leſs in length than what they are; theſe vapours ſo accumulated might find exit to the weſt or north-weſt, into the *Atlantic* in winter, when the ſun goes ſouth: but it would ſeem that the burning ſands and deſerts of *Africa* drink up what part goes weſt from the above-mentioned mountains. The greater proportion, I ſuſpect, goes eaſtward, on the *Indian* ſide, and cauſes the middle monſoon in winter.

From this quantity of accumulated ‡ vapour on *Africa*, I deduce the origin of the middle monſoon. True, it blows up the gut of *Madagaſcar*, as far as 20 deg. ſouth latitude at north-eaſt: the gite of the coaſt makes it follow this direction; but further eaſt, a few degrees from the Line to ten degrees ſouth, it blows weſt and north-weſt, as by many years experience I have found, inſomuch as to be induced to ſhape my courſe accordingly, and profit therefrom; and never was diſappointed in getting to my port with as much diſpatch as I could expect. I therefore think it is reaſonable, from the ſaid experience, to conclude, that the middle monſoon originates from the revolution of vapours accumulated in the eaſt part of *Africa*, and that part of *Arabia* that lies between the *Red Sea* and *Perſian* gulfs in ſummer.

Having thus given my idea of its origin, the advantages to be deduced from it are obvious; for if the navigator runs into the

* *Africa* is above twenty times the area of the *Indoſtan* peninſula.

† See Bruce's Travels.

‡ For land winds (to which I have already compared the winter monſoons) blow in all directions from where the vapours are moſt denſe; and on *Sumatra*, the land winds diſcharge themſelves from the mountains that lie longitudinally in general; part to the ſtrait of *Malacca*, and part to the ſouth-weſt coaſt of the iſland.

middle.

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middle of its region, which, for perſpicuity, I call the belt *, from four to eight degrees ſouth, he may make what eaſting he pleaſes. And here I chooſe to mention the current found in the Lively brig, in 1781, in paſſing the region of the middle monſoon, and, immediately after, the region of the north-eaſt monſoon. The currents ſet in oppoſite directions; as witneſs the following inſtance:

From February the ſecond, lat. 8 ſouth; long. per account 74: 9; per timekeeper 74 : 3, until February the 17th (fifteen days), lat. 1 : 16 north; long. per account 88 : 24; per timekeeper 91 : 30—ſet 3 : 6 eaſtward of account. Winds moſtly weſt north-weſt, being in the region of the belt, or middle monſoon.

From February the 17th, lat. 1 : 16 north, until the 26th (nine days), lat. 7 : 20 north; we were ſet 2 : 3 to the weſtward of account. Winds moſtly north-north-eaſt†, being in the region of the north-eaſt monſoon.

The Elizabeth man of war left *Diego Rais* the firſt of December, 1761, bound to *Madras*. She ſtood into 27 degrees ſouth latitude, which ſurely was unneceſſary: ſhe got to *Madras* the 26th of January, being 56 days on her paſſage. In 1781 the Lively got from near *Diego Rais* to *Anjengo* in 34 days, by not quitting the belt until ſhe got as far eaſt as ſhe choſe.

* Jupiter has his belts. This duſky region (in winter), whilſt clear weather prevails in the ſouth-eaſt trade, bounding it to the ſouthward, and clear weather alſo in the region of the north-eaſt monſoon, bounding it to the northward, may appear to an inhabitant of Jupiter like a belt for half the year.

† Thoſe who go the inner paſſage late in September ſhould not quit the Belt until they are as far eaſt as they wiſh.

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Of the Croſs Summer Monſoon.

IN the preceding chapter on the middle croſs winter monſoon, I have introduced terms which I ſee in no book whatever on the ſubject. If I find, or pretend to find, a new road, I ſurely may be allowed to give that road a name. Without exact names or definitions in a treatiſe on ſuch a ſubject as this, it cannot be handled with perſpicuity. I ſhall therefore proceed to deſcribe what I mean in as plain language as poſſible.

The north-weſt wind which blows along the Belt from the Line to 8 or 10 degrees ſouth latitude in winter, blowing in a direction perpendicular to, or acroſs the north-eaſt monſoon, I have therefore called it the croſs monſoon: it being bounded to the ſouth by the perpetual ſouth-eaſt trade-wind, makes me call it alſo the middle monſoon; it lying, as it were, incloſed between the north-eaſt monſoon to the northward, and the ſouth-eaſt trade-wind to the ſouthward.

But the ſouth-eaſt trade-wind in ſummer produced, or continued from where it blows perpetually, into a region to which it has not acceſs in winter, and ſo blowing in a direction that croſſes the ſouth-weſt monſoon, the ſaid ſouth-weſt monſoon may, with equal propriety as the other, be called a croſs monſoon. This being allowed, the one may be called the croſs middle winter monſoon; the other may be called the croſs ſummer monſoon: the word *middle* not belonging to this laſt with propriety, as it is not incloſed on each ſide; or, in other words, it may be ſaid, that, in winter, north-eaſt, north-weſt, and ſouth-eaſt winds blow in their reſpective regions; and in ſummer, the ſouth-weſt and ſouth-eaſt only. In winter three different winds blow in the *Indian* ſea; in ſummer only two.

Of

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Of the moſt eligible Track to keep from Europe to Eaſt India.

IF, therefore, a ſhip bound from *Europe* to *India* in winter, *i. e.* from the autumnal to the vernal Equinox, keeps a good offing, and does not come near *Madeira*, ſhe will have the advantage of not being ſo much in the region of calms, as if ſhe keeps further eaſt; and will alſo be favoured with a current ſetting ſouthward.

There are alſo other reaſons why I would adviſe a ſhip bound to *India* to keep well to the weſtward, even at all times.

It is obvious, that leaving the Channel with a north-eaſt wind, and having got ſo far ſouth as abreaſt of the coaſt of *Portugal*, if the ſhip does not keep well to the weſtward, the high *Pyrenean* mountains, and others on the weſt quarter of the continent of *Europe*, may, in all likelihood, check a wind, which a hundred leagues further off blows in force *.

Being further advanced abreaſt the great continent of *Africa*, if the navigator does not keep well to the weſtward, the retardment he will meet with may be more conſiderable: for the continent of *Africa* being very broad, its middle part full of ſandy deſerts, may retard or ſtop the general eaſterly wind in a very conſiderable degree. The *Pyrenean* mountains can only check, but the deſerts of *Africa* may almoſt extinguiſh the ſaid wind. And it is remarkable, that the region of calms, rains, and tornadoes, in the *Atlantic*, is oppoſite to the broadeſt part of *Africa*, being nearly in the ſame latitude: and this is not to be wondered at, when we conſider that *Africa* is the broadeſt piece of land

* So ſhips bound from the low latitudes of *America* to croſs the *Pacific* to *India* are often baffled for weeks together, and even at a good diſtance from the land; which certainly is owing to the interruption the mountains left behind give to the wind. Farther on, fairly in the *South Sea*, this ſeldom or never happens.

Commodore Anſon experienced this when he left the coaſt of *America*; he was many days becalmed in the Centurion.

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upon the globe that paſſes under the Equator. No wonder, then, if the wind that blows from the *Indian* ſide is cooled, and almoſt extinguiſhed, in paſſing over that vaſt heated peninſula *.

And although in the ſummer monſoon the winds off the eaſt promontory of *Brazil* may be from ſouth ſouth-eaſt to ſouth, and ſouth ſouth-weſt; yet, from an apprehenſion that ſuch are foul winds to get on with into a high ſouth latitude, I would by no means have the navigator be againſt ſtretching that way, becauſe he will thereby eſcape the calms that prevail further eaſt near *Africa*; and, ſhould the wind come ſo far to the weſtward as ſouth ſouth-weſt, a good ſtretch may be made ſouth-eaſt, to where, more in the middle of the *South Atlantic*, the ſouth-eaſt trade may be expected. At the ſame time, I would not adviſe to make ſo free with the coaſt of *Brazil* during the ſummer monſoon as during its oppoſite; for then, their winter, the current off the eaſt promontory of *Brazil* aſſuredly ſets to the ſouthward; but I ſuſpect it ſets ſo all the year round, for reaſons already given.

Having got into the *South Atlantic*, I would have the navigator pay more regard to getting ſouth than eaſt; that is, to ſteer rather ſouth ſouth-eaſt than ſouth-eaſt, ſuppoſing the wind enables him to do either. I know to this advice it will be objected, Why not ſteer ſouth-eaſt, rather than ſouth ſouth-eaſt? it cuts off ſo much diſtance. I ſee the force of this objection; but let the navigator reflect, that this fair wind, on which there can be no dependance for continuance in ſteering ſouth-eaſt, and by which, it would ſeem, he coveted eaſting as well as ſouthing at the ſame time, may leave him in the lurch, by the expiration of the favourable ſpirt, in a parallel far ſhort of where he might have got, had the getting ſouthing at this time been his principal object; letting the eaſting come in only as a collateral or ſecondary conſideration †.

* Birds of Paradiſe, to ſave their beautiful plumage, or rather to ſave themſelves from being daſhed againſt rocks or trees, are ſaid to ſpring up into a moderate region when it blows a gale of wind below, near the earth's ſurface.

† In the Lively brig, in 1780, I got from Falmouth to the latitude of the Cape in 31 days. I kept a good way to the weſt of *Madeira*.

Having

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Having got well to the ſouthward, I would by no means adviſe coming near the *Cape of Good Hope*, if the navigator intends going without *Madagaſcar*, but to keep in 36 or 36½ degrees of latitude. The variation of the compaſs determines the longitude nearly, though not ſo well as good lunar obſervations; and it is not unadviſable to make *Gough's* iſland, whence, who knows but refreſhments may be had, and a harbour diſcovered? In this high parallel the winds are more ſteady, and the currents ſetting weſt near *Africa* are avoided.

If bound without *Madagaſcar*, I would now adviſe the navigator to pay his chief regard to getting eaſtward, and not covet northing too ſoon; never keep his ſhip right before the wind (unleſs, indeed, ſhe ſails beſt that way); to remember that eaſt ſouth-eaſt and eaſt north-eaſt courſes combined differ not from eaſt. And here I would have him ſtudy the eaſe of the ſhip and her maſts, in the courſe he ſhapes; always giving his officers a latitude of altering the courſe two or three points, ſo far as ſo doing makes the ſhip eaſier, or enables her to go faſter; and by no means to confine his courſe to a certain point, as if deviating therefrom could be of any bad conſequence here in the wide ocean.

From the longitude of 10 degrees eaſt to beyond the meridian of the iſland of *Madagaſcar* the wind will frequently veer from weſt to ſouth-weſt, ſouth, ſouth ſouth-eaſt, and ſouth-eaſt, and in the courſe of forty-eight hours, or three days, comes round to the weſtern quarter again. When this happens, let him keep his ſails rap full, and rely chiefly on his variation or obſervation for making *Ceylon*, or the *Strait* of *Sunda*. But, during the middle, or north-eaſt monſoon, if bound for the *Strait* of *Sunda*, let him fall-in with *Engano*, or the coaſt of *Sumatra*, north of *Bencoolen*. If during the ſouth-weſt monſoon, but eſpecially in May, June, and July, he is bound for the *Strait* of *Sunda*, let him fall-in with the coaſt of *Java*, as ſouth-eaſt winds prevail there in general during theſe months; at the ſame time attended with revolutions from the oppoſite quarter; remembering that the current generated by the

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wind at north-weſt on the north end of *Sumatra*, in ſummer, though it * drains in-ſhore as far as the ſouth part of that iſland, the draining eaſtward goes not beyond the *Strait* of *Sunda* to the coaſt of *Java*; it being already exhauſted on the coaſt of *Sumatra*.

* This circumſtance of the draining of a current againſt the expected ſouth-eaſt wind, makes it not ſo hazardous to fall-in, in ſummer, to the weſt of the *Strait* of *Sunda*; though the Surat Dutch ſhip has often been baffled there. But if, during the middle or winter monſoon, he makes the land eaſt of the *Strait* of *Sunda*, he muſt run back into the ſouth-eaſt trade to get weſting, unleſs he boldly keeps near the coaſt of *Java* for land and ſea winds; for here the current ſets ſtrong eaſt during the middle monſoon.

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Of the Monſoons of the South-Weſt Coaſt of the Iſland Sumatra.

THE iſland *Sumatra*, being biſected by the Line, cauſes a ſingular phenomenon, which ought duly to be attended to by thoſe who have occaſion to ſail that way. The many voyages I have made upon that coaſt enable me to ſay ſomething that may be depended on; and I muſt acknowledge, that I ſailed upon it ſeveral years before I knew the theory or nature of the monſoons there. I attributed circumſtances to the whole coaſt of winds and weather, which only belong to half the coaſt at a time. Experience convinced me I reaſoned wrong; and I have ſince found, that whilſt the north half of the coaſt from *Atcheen Head* to the *Equator* is in the region of the north-eaſt monſoon, the other ſouth half, from the *Line* to the *Strait* of *Sunda*, is in the region of the belt or middle monſoon already mentioned, which, as has been ſaid, blows only during the winter or north-eaſt monſoon, from the *Line* to ten degrees ſouth latitude.

The ſouth-weſt coaſt of the north part of the iſland *Sumatra*, during the north-eaſt monſoon, is affected by it, exactly as the *Malabar* coaſt is affected during the ſaid monſoon; that is to ſay, they have then the fineſt weather, with land and ſea breezes: for the north-eaſt monſoon that blows in full force behind this half of the iſland in the *Strait* of *Malacca*, is checked almoſt entirely by the high moutains; inſomuch that it does not gather force again till at a great diſtance. South of the *Line*, the middle monſoon checks it entirely, and in a manner extinguiſhes it.

Fix the point of a compaſs half way between *Atcheen Head* and one degree north latitude on this part of the iſland *Sumatra*, and with it deſcribe a ſemicircle to the ſouth-weſt; within this ſemicircle is the region of calms during the north-eaſt monſoon: therefore, if the navigator values his time, let him keep clear of it. If near it, and weſt of the meridian of *Atcheen Head* at the ſame

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time, he will find a drain of a current ſetting to the weſtward, that comes from the *Strait* of *Malacca*.

During the ſummer monſoon the ſouth-weſt winds that blow in the *Bay* of *Bengal*, meeting here the high mountains, are checked, and blow down this coaſt from the north-weſt. They bring rain and bad weather as far as the *Line*; where, for a ſmall ſpace, variable winds prevail at all times of the year. Thus the gite, or ſituation of the coaſt lying from north-weſt to ſouth-eaſt, changes the line of the wind's primitive direction; a current ſetting to leeward accompanies it, being part of that great body of water that comes during this monſoon from the *Strait* of *Madagaſcar*, and paſſes *Ceylon* into the *Strait* of *Malacca*; for at *Atcheen Head* it ſeparates; part going into the *Strait*, and part down the coaſt of *Sumatra*.

I have already ſaid, that this coaſt of the north part of the iſland *Sumatra* reſembles the coaſt of *Malabar* in the winter or north-eaſt monſoon: but there is one circumſtance in which it is eſſentially different, and of which the navigator ſhould take particular notice. The north-eaſt monſoon in the *China* ſeas is checked by the peninſula of *Malacca*, but recovers itſelf in the *Bay* of *Bengal*. It is again checked by the mountains of *Indoſtan*, but recovers itſelf in the northern *Indian* ocean off the coaſt of *Malabar*; where, it being laſtly checked by *Africa*, it blows far up the gut of *Madagaſcar**. But the ſaid monſoon being checked by the mountains on the north part of *Sumatra*, it never recovers itſelf, being loſt, as I apprehend, in the middle monſoon, near to the region of which it reaches; and this, no doubt, cauſes the calms within the ſemicircle before mentioned.

On the other hand, calms need not be expected within the above-mentioned ſemicircle during the ſouth-weſt monſoon. Freſh

* The north-eaſt monſoon left the Elizabeth man of war in 21 ſouth latitude and 2 : 11 longitude from *Moſambique*, on the 31ſt of January, 1764, *as has been before hinted.*

gales

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gales prevail there; and if a ſhip is bound from *Indoſtan* to *Batavia*, let her faſten as ſoon as ſhe can on the coaſt of *Sumatra* in ſouth latitude (but not north of *Indrapore Point*), where, with land and ſea breezes, ſhe may get to the *Strait* of *Sunda*, againſt the ſouth-eaſt winds that prevail on this part of the coaſt during the ſouth-weſt monſoon; and about which I ſhall now ſpeak more particularly.

Whilſt the north part of the coaſt enjoys fine weather during the north-eaſt monſoon, the ſouth part of the coaſt is in the region of the middle or north-weſt monſoon, with freſh gales and rain, *vice verſa* in ſummer; that is, during the ſouth-weſt monſoon, on the ſouth part, the wind coincides with the general ſouth-eaſt trade, and brings fair weather: and on the north part of the coaſt the ſouth-weſt monſoon, turned by the gite of the coaſt, becomes north-weſt, as has been ſaid.

At this time Dutch ſhips from *Surat* that go to *Batavia*, after quickly getting down the coaſt of *Malabar*, round *Ceylon*, are, when they come near the ſouth part of *Sumatra*, much retarded with ſouth-eaſt winds. I have known theſe ſhips often put back from near th *Strait* of *Sunda* to *Bencoolen*, with a ſickly crew; ſail thence, and put back again; making a paſſage of three or four months from *Surat* to *Batavia**. And this makes me wonder that the annual *Surat* Dutch ſhip does not leave *Surat* in the month of January or February; run into ſix or ſeven degrees of ſouth latitude; where, with the middle monſoon at weſt and north-weſt, ſhe could quickly get to the *Strait* of *Sunda*.

* Were the ſhip to faſten on the coaſt of *Sumatra* near *Indrapore Point*, or ſouth of it, the current generated by the north-weſt wind on the north part of the iſland, as already hinted at, drains down the ſouth-eaſt part of the iſland, cloſe in-ſhore, even againſt the ſouth-eaſt wind, of which advantage is to be made. But large ſhips are afraid of keeping near the land. The current, all the year round, ſets the whole length of the coaſt more to the ſouthward than northward.

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The following letter will further confirm what I have advanced from my own experience:

Capt. Lloyd to Capt. Forreſt.

"IN anſwer to your letter requeſting to know what courſe I "ſhaped from *Atcheen Head* to *Bencoolen*, I acquaint you, that we "paſſed from *Atcheen Head*, in ſight of *Pulo Rondo*, the 27th of Ja- "nuary, and ſteered ſouth-weſt, ſouth ſouth-weſt*, and ſouth, until "we croſſed the *Line*; then ſouth-eaſt, and ſouth ſouth-eaſt, until "in the latitude of the *Naſſau* iſlands, where I met with ſtrong "north-weſterly winds, which carried us to *Bencoolen*, where I "arrived the 6th of February, having been only ten days from "*Pulo Rondo*.

"I am, &c.

"T. LLOYD."

Ship General Elliot,
Bencoolen, Feb. 8, 1787.

* By ſteering ſouth-weſt from *Atcheen Head*, Capt. Lloyd avoided being becalmed in the ſemicircle recommended to be avoided in page 107.

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Of the proper Track to keep in going from Madras, or Bengal, to Bencoolen, Batavia, or Parts further Eaſt, during the Winter North-Eaſt Monſoon.

I HAVE been going from *Madras* to *Bencoolen* during the north-eaſt monſoon; and, by ſteering ſouth-eaſt the neareſt track, have had a tedious paſſage. About the meridian of *Atcheen* and a degree to its ſouthward, we had the wind at ſouth-eaſt blowing freſh for ſeveral days. This was certainly a very irregular wind at this ſeaſon. I was alſo once going a freighter in the *Europe* ſhip, Denham, from *Bengal* to *Bencoolen*, the latter end of winter (February 1760); and by not keeping the *Bay* open, but coaſting *Sumatra* without the iſlands *Virkins*, *Nantian*, *Nays*, *Fortune*, and the *Naſſau* iſlands, we had a tedious paſſage to *Bencoolen*, as we went within that ſemicircle already recommended to be avoided.

The beſt track is to keep the *Bay* open; or, in other words, keep near the meridian of *Point Palmiras*, ſteering ſouth until in five or ſix degrees ſouth latitude, where the middle monſoon at weſt and north-weſt may be expected. This coincides with the track kept by ſhips going to *China*, by Captain Wilſon's paſſage, called *Pitt's Strait*.

The ſame track is recommended if bound from *Bengal* to places eaſtward in ſouth latitude: but, if bound to *Atcheen* or the north part of *Sumatra*, let the navigator keep well to windward of *Atcheen Head*, and go through the *Surat* paſſage, if bound to *Nalaboo*, or elſewhere down the coaſt of *Sumatra*: directions for which are given in page 64 of this work.

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Of the Track to keep from Madras, or Bengal, to Bencoolen, during the South-Weſt Monſoon.

IN the month of Auguſt a ſhip may get from *Bengal* to the ſouthward by keeping cloſe to the coaſt of *Coromandel*; for then the freſhes of the *Ganges* ſet along-ſhore. Having got a little way down, as far perhaps as point *Godewar*, ſhe may put off when the wind hangs well to the weſtward, and get ſouthing and eaſting together. But, ſhould the navigator fall to leeward of *Atcheen Head* (for in *Atcheen Road* the wind blows through the *Surat* paſſage at ſouth-weſt into the *Strait* of *Malacca*), let him anchor, the nearer the ſhore the better; and by land and ſea breezes he may eaſily get to *Atcheen Road*, where, in ſmooth water, he may anchor and refreſh: but it is unlikely for a ſhip to fall to leeward at this ſeaſon.

Departing from *Atcheen*, the track is down the coaſt of *Sumatra*, leaving what is called *Paſſage Iſland* on the right hand; off the north-weſt end of which is a reef, which it would be proper to ſend a boat to reconnoitre and lie upon until the ſhip is paſt. Thence ſteer for *Pulo Mazular*, on the north-weſt end of which is a remarkable water-fall. In the French and Engliſh maps of this part of the coaſt (both copied from the Dutch, I believe), a line or track is drawn, and depth of water is ſignified cloſe by that line. The honourable Company's ſhip Experiment was loſt on *Bird Iſland*, 6 miles north of *Pulo Lucotta*, in 1772, by keeping in 28 or 30 fathom water. I have been on this very ſmall iſland three or four times, in paſſing this way, to get birds and eggs: it is not in magnitude above half an acre, with graſs upon it. Off its north end is a reef extending near a mile, where the ſhip was loſt, owing chiefly to the falſe ſoundings laid down in the chart: therefore, I requeſt the reader will take particular notice of what I am going to ſay on that ſubject.

I have paſſed this iſland at leaſt ten or twelve times, and have been on it three or four times. In 1756 there was no graſs upon

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it. In 1765 there was graſs on it. I have paſſed it in the night, without ſeeing it, ſteering by ſoundings in 17 and 18 fathoms muddy ground; alſo in the day, and almoſt (as near as I can recollect) in that mid-channel line laid down in the printed charts, and where 17, 18, and not above 22 fathoms ſhould have been written; inſtead of which, 30 and 32 being written, the navigator naturally thinks, whilſt in that depth, he is in that line. But I aſſert, that ſuch a depth will carry him (if not upon) very near the iſland; which, though bold to the north within piſtol-ſhot, is foul to the weſt. It is pity but the copper-plate was altered, by eraſing from the track 30 and 32, and engraving thereon from 17 to 20 fathoms for at leaſt 4 or 5 miles. In the fairway I lately found an overfall from 20 to 7 rocks, then, 18 mud: this is mentioned in page 64.

Beſides the reef of this *Bird Iſland*, there are ſome very dangerous ſpots of coral rocks under water to the eaſtward of it, which I have ſeen as I paſſed. In ſhort, ſailing from *Paſſage Iſland*, until paſt *Mazular*, I would adviſe not to ſail in the night; except within and near *Mazular*, I always paſſed within it in 17 and 18 fathoms. Having paſſed *Mazular*, ſteer for *Pulo Battoo* by the Malays called *Pingee*; off the north end of which are three ſmall iſlands: give them a reaſonable birth, and ſteer on within the large iſlands, but without the ſmall iſlands.

If further down the coaſt, near *Indrapore Point*, you meet ſouth-eaſt winds, the ſhip muſt anchor, and with land and ſea breezes work down the coaſt; obſerving what is ſaid in the Directory about ſhoals off *Ipoo*, and other places north of *Bencoolen*.

Hitherto I have ſuppoſed the ſhip to paſs within *Pulo Virkins* and what is called *Pulo Banjack*, or *Pulo Bania*. *Pulo Bania* (many iſlands) is the proper name. On the largeſt of this cluſter, which lies ſouth-eaſt of *Virkins*, is a remarkable hill, making, in ſome directions, like a ſugar-loaf: it bears with *Paſſage Iſland* SW by W, ½ W (ſee page 64, and the Views of the *Hummock* and *Paſſage Iſland*).

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Iſland). If you go by *Paſſage Iſland*, this hill muſt be left on the right hand; but there is paſſage without it, *i. e.* between it and *Pulo Nays*. Keep neareſt *Pulo Bania*, and anchor in the night if you can; for there are ſome ſhoals, and ſmall iſlands, and overfalls, nowhere laid down; therefore paſs them by day-light.

If you do not chooſe either of theſe ſtraits, you may keep at ſea, and paſs between *Nays* and *Nantian*, where is a bold paſſage; neareſt *Nays*, or even as far as *Naſſau*, or the *Poggy* iſlands, where, ſailing cloſe to the north *Naſſau* iſland, between it and *Fortune* iſland, is a good paſſage*, leaving *Naſſau* on the right; but ſo far to the ſouthward during the ſouth-weſt monſoon ſouth-eaſt winds may be met with; therefore, you muſt get in-ſhore, and anchor cloſe to the main land, and truſt to land and ſea breezes, as before directed, being now abſolutely in the region of the ſouth-eaſt monſoon; obſerving, if you have rain on the ſprings, it generally brings the wind from the weſtward, as ſouth-eaſt winds bring fair weather.

* Between the two *Naſſau Iſlands* is the *Strait* of *Sekocup*, where is an excellent harbour. I have watered twice here, and got coco-nuts, pigs, yams, and ſago, put up in attop leaves; for trifles of beads, blue cloth, and cutlery, &c. I ſtaid a night at *Batoemongo* village, to the weſt of the ſouth entrance of this ſtrait. The natives are much fairer than Malays generally are, and much handſomer than the Nias, who are alſo pretty fair. They poiſon their arrows, which appears like mould on their points; if uſed well, nothing is to be apprehended from them: but beware of miſunderſtandings. I would adviſe to trade on ſhore at the watering place; but rather give up a point than quarrel. Fire a gun on your arrival, to give notice to their chiefs, many of whom ſpeak Malay: if a Malay prow is here, make the Noquedah your friend, as the Malays are ſly and cunning, and the natives are honeſt and credulous; they go almoſt naked. I viſited a pepper-garden at Batoemongo in 1753, that had gone to ruin (ſee Dalrymple's Memoirs). They have a few fowls.

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Of the beſt Track to keep from Indoſtan to Celebes, or the Moluccas, during the South-Weſt Monſoon.

SAILING from *Indoſtan* ſo far eaſt, and in ſouth latitude, the navigator may meet the wind at ſouth-eaſt, eaſt of the meridian of the *Strait* of *Sunda*, and even before. He is ſure of it in May, June, and July; but there are often ſpirts of weſterly wind, from which he may profit. The beſt rule, I think, is to get with the weſterly winds in north latitude as far eaſt as he can; then, when the wind comes ſouth-eaſt, ſtand ſouth. Near the *Tropic* he may find the wind ſouth, ſouth by eaſt, nay ſouth by weſt, with which he may put about, fetching well to windward, according to where he is bound: if bound to *Gilolo*, he muſt ſtand far ſouth, and make *New Holland*; on the weſt coaſt of which I ſuſpect the wind is in this monſoon at ſouth, correſponding to what it is on the oppoſite ſide of *India*, on the coaſt of *Africa*. But, aſſuredly, when he comes to that part of the coaſt of *New Holland* where the land trends ſuddenly eaſtward, in ſummer, he will have the wind at eaſt.

If bound to the north coaſt of *Celebes*, the ſhip may go the uſual track between *Balambangan* and *Borneo*; then, having worked down the north-eaſt coaſt of *Borneo*, ſhe may fetch the north coaſt of *Celebes*; remembering that in this monſoon the wind is freſh at ſouth up the channel, between *Borneo* and *Celebes*.

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Of Sailing from Indoſtan to Magindano at all Times of the Year.

IN the ſouth-weſt monſoon, *i. e.* from May to October, a ſhip may get there in the uſual track through the *Strait* of *Malacca*, in about five or ſix weeks, paſſing cloſe to the north part of *Balambangan*, and to the ſouth of *Baſilan*: ſhe might afterwards proceed to *China* as late as October, by the eaſt of *Mindano*; nay even later: until December ſhe has *China*, as it were, under her lee; becauſe ſhe can get into the *South Sea* far nearer to *China* than the *Pitt's Strait*. I may venture to ſay, a good ſhip may get from *Mindano* to *China* at any time of the year, and *vice verſa*. She may alſo return from *Mindano* to *Madras* at any time.

If during the ſouth-weſt monſoon, from May to October, ſhe muſt ſtand over to the weſt coaſt of *Celebes*, where, with land and ſea breezes, the land being high, ſhe gets to the ſouthward, ſo as to be able to weather *Pulo-Lout* on the ſouth-eaſt part of *Borneo*. Care muſt be taken to keep cloſe to *Celebes*; becauſe on the oppoſite ſhore of *Borneo* the winds are at ſouth, and no land wind (the land being low). Having paſſed *Pulo-Lout*, the wind is fair at ſouth-eaſt to run within *Java* through the *Strait* of *Sunda* into the ſouth-eaſt trade, in eight or nine deg. ſouth latitude; and the ſhip ought to endeavour, before ſhe ſtands to make *Ceylon*, to be full as far weſt by her dead account, as the meridian of the weſt part of it. A north courſe may then only make the eaſt part of it, the current ſets ſo ſtrong eaſt during the ſouth-weſt monſoon.

I have ſaid the navigator muſt, from *Mindano*, ſhape his courſe between *Celebes* and *Borneo*. This is recommended, becauſe the weſt coaſt of *Celebes* is high, and he is ſure, by ſea and land winds near it, to get forward. If he went between *Celebes* and *Gilolo*, poſſibly he could not get forward at all; as I ſuſpect (though I cannot certainly ſay) that a ſoutherly wind blows throughout this ſtrait during the ſouth-weſt monſoon from ſide to ſide; which

is

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is not the caſe in the other channel between *Celebes* and *Borneo*. Prows go continually from *Paſſir* to *Batavia*, and elſewhere, by ſtanding over to *Celebes*, to the northward of the Little Paternoſters, and ſo weather *Pulo-Lout*; where, in the ſouth-weſt monſoon, the wind is ſouth-eaſt, as has already been ſaid.

To ſail from *Mindano* to *New Guinea* during the ſouth-weſt monſoon, the navigator muſt ſail into the *South Sea* as far as the meridian of the part he wants to viſit, and then ſteer ſouth, endeavouring to fall-in to the eaſtward of his port, as the current ſets weſt on this coaſt during that monſoon, and the wind is at ſouth-eaſt.

In ſhort, *Mindano* is ſo centrically placed, that I ſee no difficulty of ſailing to and from thence at all times to any part of *India*, by obſerving this general rule: that during the ſouth-weſt monſoon, from April to September, the winds in *India*, eaſt of *Ceylon*, are ſouth-eaſt in ſouth latitude; and, during the north-eaſt monſoon, that is, from November to April, the winds are north-weſt in ſouth latitude in the Belt.

This being adverted to, it is obvious that a ſhip may get from *Madras*, *Bengal*, or *Bombay*, to *Mindano* at any time; if during the ſouth-weſt monſoon the courſe is well known to be through the *Strait* of *Malacca*, as has been ſaid; if during the north-eaſt monſoon, from November to May, ſhe muſt run eaſt in five or ſix ſouth latitude, and might venture, having paſſed *Salayer* (the Buggeroons), in the track to *Pitt's Strait*, to ſtand north between *Celebes* and *Gilolo**; but if between theſe iſlands ſhe finds a north eaſterly wind, which is likely, I would then adviſe to ſtand directly through the *Strait* of *Auguſta*, *Pitt*, or *Golowa*, into the *South Sea*. Being then in the *South Sea*, the ſhip muſt ſteer north, as if going to *China*, and make Cape *Auguſtine*, the ſouth-eaſt point of *Mindano*.

* Ships often make a ſhort cut this way, with the wind at NW, as I am informed.

This

This paſſage is againſt the monſoon, but may be made in ſeven or eight weeks from *Madras* to *Mindano*; whereas, with the monſoon, it may be made in five or ſix weeks.

Again, a ſhip may ſail from *Madras* to *Mindano* in five or ſix weeks, and return directly in ſeven or eight, during the ſouth-weſt monſoon, and *vice verſa*. She may ſail during the north-eaſt monſoon to *Mindano* in ſeven or eight weeks, and return to *Madras* in five or ſix. In the firſt caſe, ſhe ſails with, and returns againſt; in the ſecond caſe, ſhe ſails againſt, and returns with, the monſoon.

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Of the Outer Paſſage to Bombay; of Croſs Winds in the Bay of Bengal; Currents in the China Seas; South Coaſt of Africa; Paſſage Home.

THE advantages of getting to the eaſtward in winter, by running from *Indoſtan* into the Belt, I have endeavoured to illuſtrate. The getting to the weſtward againſt the ſouth-weſt monſoon may alſo be effected by a ſimilar manœuvre, viz. running into the ſouth-eaſt trade: this is called the outer paſſage to *Bombay* and the *Gulphs*, now well known, and firſt, I believe, attempted and executed by that able ſeaman and navigator Sir William James, in the Protector, about the year 1756. The general rule is, to avoid the *Baſſes de Chagos*, by ſteering in a certain parallel. A kind of croſs wind blows alſo in the *Bay* of *Bengal* during February, March, and April; whilſt in the middle of the *Bay* it blows north-eaſt, along the coaſt of *Coromandel* it blows from the ſouthward; well known by the name of the Long-ſhore winds: notwithſtanding which, the wind blows often at north-eaſt in February on the coaſt of *Coromandel*, and ſometimes in March for a few days. Whilſt the Long-ſhore winds blow, it is impoſſible to get againſt them to the ſouthward without leaving the land; but when in May land-winds begin to blow, it is eaſy to get to the ſouthward by anchoring, and profiting by the land and ſea breezes.

At the beginning of the north-eaſt monſoon the current ſets ſtrong to the ſouthward in the *China Seas*; and at *Pyrate's Point*, the north cape of *Borneo*, it divides, paſſing both the weſt and the north-eaſt coaſt of that iſland, until late in January. The current then ſets weſt, through the ſtrait between *Borneo* and the iſlands *Balambangan* and *Banguey*.

I ſhall ſay little about the paſſage home from *India*; it is a kind of beaten track. Many commanders in the ſervice can treat the

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ſubject better than I can pretend to. But, in getting along the ſouth coaſt of *Africa*, I am an advocate far keeping near the ſhore, to profit from the windward current *; and there the winds never blow right on the ſhore, which lies nearly eaſt and weſt. I have therefore called that quarter the ſouth coaſt of *Africa*. The idea of a cape, which oftener makes an acute than an obtuſe angle, may have led geographers to make the famous *Cape of Good Hope* an acute angle; whereas it is nearly a right angle, the coaſt trending almoſt due eaſt a great way. Being paſt it, I am for avoiding *Africa* for the ſame reaſon as when outward bound; but ſhips are ſeldom ſo much becalmed homeward as when leaving England.

* See Major Rennell's excellent Map and Treatiſe on this ſubject; digeſted with great ability from what may be called the eſſence of a multitude of journals.

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CONCLUSION.

HAVING, in the preceding pages, gone through what I undertook, *A Treatiſe on the Monſoons in India*, I beg leave to make a few deſultory remarks.

What I have ſaid has ſprung from a long practice, on which I have formed a kind of theory. The theory goes hand-in-hand with the practice; and in many places I frankly acknowledge my errors, particularly about the ſouth-weſt coaſt of the iſland *Sumatra*, where I have often been. Latterly I found circumſtances of wind and weather peculiar only to half the coaſt at a time; which I, in the days of my ignorance, attributed to the whole length of that ſouth-weſt coaſt. I never knew a ſevere gale of wind on that coaſt. It often blows from the north-weſt a cloſe-reefed topſail gale; ſeldom above that, unleſs perhaps, where a land-wind comes off at north, it may, for a few minutes, oblige a ſhip to edge away with the mainſail up, which is a far preferable manœuvre, if there is room, to clewing up a topſail, and, by letting it flap, endanger its exiſtence. Theſe ſqualls ſeldom laſt above ſeven or eight minutes with violence. Here the Equinoctial Line, which biſects the iſland, acts like a temperator, if I may be allowed to uſe the word. Storms are never frequent near the Line; and the changing of monſoons on this coaſt is never accompanied with that violence that we find in the *Bay* of *Bengal* and the *China* ſeas. There the adjacent continents with high mountains breed tempeſts like what is found on the eaſt coaſt of *North America*. Iſlands, it would ſeem, cannot accumulate ſtock enough of vapour to produce violent gales; and what matter they do collect, at a certain diſtance evaporates.

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Yet the ſevere gales we hear of at *Mauritius* are moſtly internal, and within two or three leagues of its outer circuit. Further off I ſuſpect the weather may be moderate, whilſt irreſiſtible hurricanes pervade the iſland itſelf. The wind ſeems to loſe its force inverſely, according to the diſtance, that is, when the gale is generated in the iſland: but in the latitude of *Mauritius* gales are alſo often felt very ſevere, blowing from ſouth-eaſt, and then veer with the utmoſt violence to another quarter (often to the north-weſt), much more violent than is ever found in north latitude, in the *Indian*, *Atlantic*, or *Pacific* ſeas, except at the critical breaking-up of the monſoons in *India*, or in the hurricane months in the *Weſt-Indies* *. The cold is alſo more ſevere in the ſouthern than in the northern hemiſphere; witneſs the ſeverity of it felt at *Terra del Fuego* in ſummer, as once experienced by the two friends, Meſſieurs Banks and Solander.

* It may be ſuſpected, that, were not the two *Americas* joined by the iſthmus of *Panama*, there would be no violent hurricanes in the *Weſt-Indies*.

END OF THE TREATISE ON THE MONSOONS.

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PROPOSAL

FOR

MAKING SHIPS AND VESSELS MORE CONVENIENT

FOR THE

TRANSPORTATION OF PASSENGERS.

I HAVE heard of the Hero man of war carrying, beſides her crew, many paſſengers to the iſland *Minorca*, when reſtored to the Engliſh at the end of the war before laſt: the ſhip was ſo crowded with men, women, and children, that to paſs along was difficult: however, the paſſage being favourable, and method and order being particularly attended to, they were ſafely landed.

The bad conſequences of a long paſſage in a crowded ſhip, more particularly if attended with rain or foggy weather, which cauſe a ſhip to be not only upon deck, but throughout, very dirty, are often ſeverely felt, being followed immediately with colds, and, in time, often with the breaking out of the ſcurvy and other diſorders.

To remedy ſuch inconveniencies, it is propoſed to fix certain galleries from near aft to abreaſt of the ſhip, as far forward as what is called the cheſtree: that will be of no weight to ſtrain the ſhip's hull, of little trouble to fix and unfix, and of no interruption to her working, but of great relief to the crew and paſſengers, who, if during one hour of the day only, in a crowded ſhip, might, from ſuch a ſhort intermiſſion of bad weather, rig out the galleries

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galleries fore and aft, or to windward only, receive great benefit from airing themſelves and drying their clothes, and thus, by giving room within board, to make the ſhip ſweet and clean; for it is not ſoon that the decks of a crowded ſhip will dry after waſhing.

This is not propoſed to be done in bad weather, but in indifferent ſmooth water. In trade-winds the galleries might be kept out night and day.

The idea of this contrivance is taken from *real* experience in a *Sooloo* boat, in which I went from *Balambangan* to *New Guinea* in the latter end of 1774, a diſtance of about 450 leagues. The boat or prow was not above ten or twelve tons burden, but had a gallery on each ſide that extended almoſt her whole length, projecting about thirty inches on each ſide: here they rowed, cooked, and generally ſlept; and it gave the veſſel an amazing deal of room, as we were 22 in number, and often 30, on board at a time, and were out 20 months altogether, and viſited 18 different harbours; plans of which are given in my account of the voyage. The names of none of theſe harbours are upon record in any book I have ſeen.

As ſuch a contrivance, lightly made with ſplit bamboos or cane, is univerſal amongſt the Malays and inhabitants of the *Mindano*, and they do not find it ſtrains or hurts their ſmall veſſels, much leſs would it affect a large ſhip, where the length and weight of the projecting gallery bears a much leſs proportion to the burden: and this is much in favour of the propoſal; for, in proportion to the increaſe of the tonnage of the ſhip, the weight of the gallery comparatively diminiſhes.

To fix theſe galleries, it is propoſed to pierce the ſhip's ſide with a ſcuttle cloſe to a beam (ſee the figure in the circular view of *Boſs* harbour): through this ſcuttle a ſmall beam, 13 feet in length, equal to half the breadth of the ſhip (15 feet), excepting

two

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two feet, is to be put out, keeping its heel 3 feet within board, to be bolted to its correſponding deck beam; this 10 feet beam will be without board. Theſe gallery beams are to be numbered from abaft, and acroſs their ends are to be laid fore-and-aft carlines, each with a mortoiſe, to receive ſtancheons, in order to form a rail at the outer end of the gallery.

It is objected, this will ſtrain the ſhip's upper works: it is eaſy to have props or ſtancheons from the bend, or rather above it, to the falſe beams, as this throws the weight on the body of the ſhip: but I apprehend no ſuch objection can juſtly be made.

It is obvious what advantages would ariſe from the crew's being obliged to eat on this gallery; the offal at meals would then fall into the water, and in fine weather at ſea the crew would wiſh to ſleep on them; for it is only in harbours, where, from dews and noxious exhalations from ſtagnant waters, ſleeping in the open air is hurtful. The relief given alſo to the body of the ſhip by keeping live ſtock of all kinds on this gallery, from whence all offence drops immediately overboard, is ſufficiently obvious.

It muſt alſo be convenient in drawing water immediately up: this would induce the ſailors to bathe often, from which moſt ſalutary and agreeable office they are diſinclined, by the ſhip's head, generally kept for that purpoſe, being always in a very dirty condition, from the vicinity of the kitchen, and other neceſſary cauſes: and the poor men, having on this roomy gallery good conveniences, not only to waſh, but alſo to dry and air their clothes, bedding, &c. would be rather inclined to do it frequently.

An obvious advantage ariſes from the gallery's ſhading the ſhip's ſides from the ſun; and by ſpreading awnings, much good water might be ſaved when it rains, free from a tarry taſte by touching ropes in the body of the ſhip.

The gratings *á b* and *c d*, when the galleries are in, can be put

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in battans under the decks, where they will diſappear, taking little or no room, whilſt the falſe beam lies ſnug by the ſide of its correſpondent deck beam. Suppoſe a ſhip of 30 feet beam rigs out a gallery beam of 10 feet in length of each ſide, reſerving 3 feet heel within board: this, with 70 feet in length from abaft to the cheſtree, will give 700 ſuperficial feet; which, at 3 ſuperficial feet for a man to ſtand, gives room for 233 men to ſtand on one ſide, and double the number when the ſhip is at anchor. But, allowing a ſpace 6 feet long, and 1½ broad, to lie down upon, which is equal to 9 ſuperficial feet; one ſide, at this rate, will admit of 77 men, and both ſides of 154, to lie without much inconvenience; and ſo in proportion for larger or ſmaller veſſels.

I have ſuppoſed each gallery beam to be ſhorter by 2 feet than half the beam of the ſhip: ſo ſuppoſing their heels to meet when rigged in, the other end will be 2 feet from the ſhip's outer ſide; this will enable the ſcuttle to throw in light, and admit air. The ſcuttle ought alſo to be 1 or 2 inches deeper in height, though exact in breadth to the gallery beams; by which means ſome light and air can at all times be admitted into the ſhip, as I ſuppoſe the ſcuttle ſhutters are not to be ſhut but in bad weather; and even then a piece of thick glaſs may be fixed to give light, as I have often ſeen.

How far this propoſal may be extended to ſlave ſhips, let others judge; but as they ſail almoſt always in low latitudes, their galleries might be accordingly kept out night and day, to their great health and comfort. Let a thirſty man bathe with ſalt water; it refreſhes and aſſuages his thirſt: this outward ſimple application to the human body ſucceeds beſt when thrown over it, well covered with a thick garment; the freſh particles of the ſalt water are then abſorbed by the pores, and have a wonderful effect. This I know from experience with Laſcars, and others, when ſometimes, though, I thank God, very ſeldom, having been rather ſhort of water in my many country voyages.

To

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To what I have ſaid about making ſhips and veſſels more convenient for the accommodation of paſſengers, I might add ſomething about making boats more convenient for the accommodation of ſlaves on the rainy rivers of *Africa**, ſtowing of goods, lumber, &c. by uſing the tripod maſt, like the Buggeſs *Paduakan* of *Celebes*, deſcribed in one of the cuts of this work, alſo in the Voyage to *New Guinea*.

In the Tartar galley already mentioned there was a tripod maſt fitted in that manner, and it gave an amazing deal of room in the body of the veſſel for the crew; which, added to that given by the galleries, made her, although only a boat of 10 or 12 tons, have the accommodation of a veſſel of three times that burden. The tripod, when ſtruck, offers itſelf as a boom to ſpread a tarpaulin upon, or cajans, as the Malays call palm leaves ſewed together. The beſt leaves for this purpoſe are from a tree called by the Malays *neepa*; it grows in all Malay countries on low grounds, and, doubtleſs, is to be found on the banks of the *African* rivers: it reſembles (as it has no ſtem) a coco-nut-tree ſunk in the ground up to its leaves, and bears a coarſe fruit as large as a man's head, which divides into kernels of the ſize of a hen's egg; part of which may be eat, but it is inſipid: it alſo gives a toddy, from which at *Queda* they diſtil a ſpirit. The toddy is got as from the coco-nut-tree.

Drifts of this *neepa* are often ſeen in the *Straits* of *Malacca* and *Banca*, like floating iſlands; the leaves are about five or ſix inches broad, and are ſewed together, overlapping one another about one inch, and, being from five to ſeven feet long, make an excellent ſhelter from rain, as the water does not ſoak, but runs off; unlike the ſpongy flags with which on *Bengal* river they cover boats. This leaf alſo, folded over a thin lath of bamboo cane, about two

* Mr. Thomas Newton, in his Remarks on the Slave Trade, ſays, he has been for weeks together in boats on the rivers in *Africa*, and for days together has not had a dry ſtitch on him. I am uncertain, if they have the *neepa* in *Bengal*.

inches

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inches broad, and ſix feet long, forms what they call attops, with which they univerſally cover houſes in Malay countries *.

The tripod maſt was made of three ſtout bamboos; any light ſpars would do as well: the two feet abreaſt were bored at the lower end acroſs, with holes about three inches in diameter; and theſe holes received the two ends of a piece of timber which, like a main thaft, went acroſs: on theſe the two ends of the two abreaſt parts of the tripod turned as on a hinge. The fore part of the tripod maſt, like a main ſtay, was fixed forward to a knee a midſhips, with a forelock: by unlocking the forelock the maſt is ſtruck in a moment. A block is fixed with two feet, to go into the upper ends of the two parts of the tripod that are abreaſt; or, upon occaſion, a tail-block may be tied to the top of the tripod, as the mariner may judge beſt, which I have often done; and this, by ſwivelling about, keeps the tye or haliard from chaffing ſo much as it is liable to do in a fixed block, where it is more confined.

* Coverings of the ſagoe palm, much uſed at *Magindano*, are reckoned to laſt 8 years; the *neepa* only four. The *Ejou* palm on *Sumatra* gives a black ſubſtance, like horſe-hair, called, at *Malacca*, gummaty, which, as a covering for houſes, will laſt 40 years; it is elaſtic, like coir, and makes excellent cables and cordage, that defy being wet, even with freſh water, which ſoon rots coir cables, if not expoſed to the air. Salt water does not affect coir ſo much.

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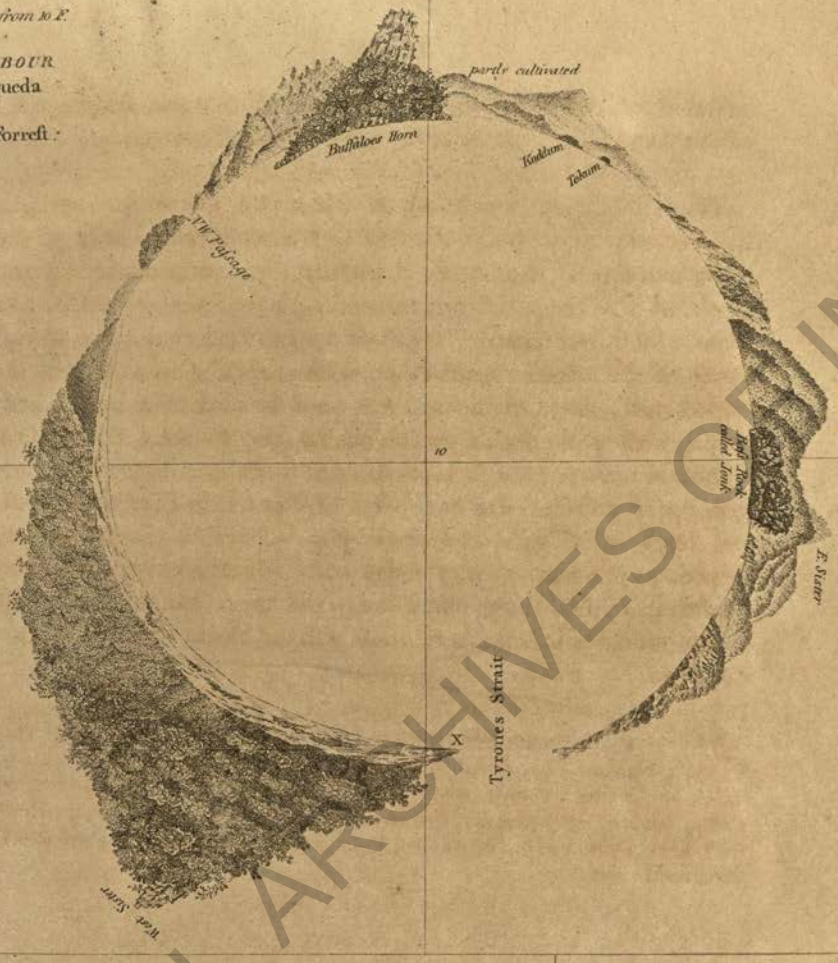
Circular VIEW from to E.
in
BASS HARBOUR
47° West of Queda
by
Capt. Thomas Forrest.



Gallery beam rigged out 10 Feet without board | Ships Beam 30 Feet | 4 Feet within | Gallery beam rigged in 14 Feet long

Proposal to make Ships more convenient for accommodation of Passengers by Gratings to fix & unfix on Gallery beams. Vide a.b. & c.d.

Shutter of the Scuttle

Scuttle Sh.

a
b Cartline
c
d

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Published according to Act of Parliament by Capt. Thomas Forrest Sept. 9th 1792.

J. Walker Sculp.

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THOUGHTS

ON THE

BEST MODE OF PRESERVING SEA PROVISION;

OR, OF

VICTUALLING SHIPS IN WARM COUNTRIES.

WHEN I conſider the uncomfortable manner in which ſeamen often live on board men of war in *Eaſt-India*, where I have reſided many years, and made there above twenty country voyages, compared with the manner in which the ſame expence the nation is at to maintain them might enable them to live, I hope the following remarks will meet with a candid peruſal.

I chiefly condemn the improper mode of preſerving beef and pork not only in *Eaſt-India*, but in *Europe*, and what immediately follows that improper mode, but ſeems inſeparable from it, and linked to it, the improper mode of dreſſing the ſame, ſimply boiling; how widely different from the manner in which the country black ſailors, called Laſcars, live in *India*, many of which are daily ſeen in the ſtreets of London! The *European* ſailors in country ſhips are generally one to five Laſcars, and go under the name of quarter-maſters: they are victualled as ſailors are in *Europe*; that is, they have ſalt beef and pork, and rice inſtead of bread, ſometimes *Bengal* biſcuit; good cargo rice, as it is called, and of which the Laſcars are allowed about 2 lb. per day, is never refuſed the *Europeans*, and it is ſerved to them hot twice a day; at 8 in the morning, and 5 in the evening.

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I never failed to make a remark, that theſe Europeans, with a kind of diſcontent, took notice that the blacks lived better than they; but the Laſcars did not coſt in victualling above one half of what was laid out to victual the Europeans.

The Laſcars allowance was plain rice, doll, a kind of vetch, 2 lb. of *ghee* (butter) per month, and one rupee fiſh money; with which, and, no doubt, part of their own 6 or 7 rupees per month pay (of which on voyages they have 2, 3, or 4 months advance, according to its expected length), they lay in a ſtock of articles, which an European would hardly think of, and many of which they would deſpiſe, not knowing their value.

The Europeans had beef and pork full allowance, in which there was a ſameneſs; it could not be dreſſed but in one way, as already obſerved (boiling): and I am perſuaded, their exerciſe being but ſmall, it was, when daily uſed without change, unhealthy food, not fit for a hot country.

Latterly I altered my mode of victualling my Europeans: the beef and pork I carried to ſea with me were ſalted free of bone, and cut in ſmall ſlices, with a mixture of ſome coarſe ſugar: this kept much better than in the uſual way, and took up much leſs room. I made the following uſe of it: I cauſed it to be freſhened with ſalt water let in upon it in a tub never larger than the half of a hogſhead or gang-caſk (and often much ſmaller), which was perforated by many holes at the bottom: this being done for 6 or 8 hours, I gave it, after draining, a rinſe with a ſmall quantity of freſh water, perhaps half a pint of water to a pint of meat (as I muſt now talk of meat, not by the piece or weight, but by meaſure). Being thus rinſed, the freſh water, now become ſalt, was let run off; then a certain quantity of *India* butter, called *ghee* (good oil would do as well), was put into the copper or iron pot, and juſt let come to boil; then the drained meat was thrown upon the boiling *ghee*, which being ſtirred a few minutes, the roots and vegetables, whatever kind was on board, were thrown in, with a very

a very little freſh water, and the whole ſo ſtopped by a well-fitting cover, that the contents were rather, as is often termed, digeſted than ſtewed, conſequently ſooner done; by this means ſaving fuel. The Laſcars would never touch any thing but what their own cook (Banderey) dreſſed; and they ſometimes mixed fiſh and fleſh (dried beef called *ding-ding*) together, making a ſavoury diſh, of which the Europeans had no objection to partake.

The vegetables were yams, or potatoes, either the European (now common in *Calcutta*), or the ſweet (called Spaniſh), onions, raw, or preſerved in vinegar made of toddy drawn from the coco-nut-tree; cabbage-ſprouts dried in the ſun, and ſo preſerved; pumpkins, which keep long at ſea, being hung in the air; mangoes cut green from the ſtone, and dried in the ſun (plums and apples would correſpond); a little tamarind, and that great antiſcorbutic, ſalted limes, lemons, or oranges *, of which, the lime particularly, the Laſcars carry always a ſtock to ſea, preſerved with ſalt (calling it achar); a few ounces of cayan pepper (capſicum, very common in England, would correſpond); and, laſt of all, an emulſion made by pouring hot water over a ripe coco-nut raſped down: this emulſion, though grateful to the taſte, is bad for the ſtomach raw, but, when boiled a little, is exceedingly well flavoured and antiſcorbutic; the raſped coco-nut, well ſqueezed, is generally thrown to the fowls. A ſtew made in the above manner, varying the ingredients, was ſerved twice a day, and was exceedingly palatable, never too ſalt; for I apprehend the roots and vegetables, in digeſting, further extracted the ſalt from the meat: and the whole expence for the Europeans was much leſs than when I bought Europe proviſions, and they were better pleaſed. The ſtew, ſerved out with a ladle, was eat with rice, ſometimes with bread, and was called *curry*.

A ſailor on board of a man of war has on meat days a piece of ſalt beef, or pork, boiled for dinner; poſſibly it is all eat up at one meal; if any remains for next day's breakfaſt, how uncomfortable is the cold ſcrap! Breakfaſt in all countries, but eſpecially in hot

* It may ſeem ſtrange to a Londoner to preſerve ſweet oranges with ſalt; but what is to be done if the poor Chulia Laſcars cannot afford ſugar?

countries,

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countries, ought to be a very comfortable meal. For the many years I have ſailed in India, I never let any body go on duty, if there was the leaſt chance of their being from the ſhip after 8 o'clock, but they breakfaſted firſt; and the cooks were often up by day-light, to dreſs a hot breakfaſt for ſuch as went early on ſhore. If expoſed to the ſun for any time without breakfaſt, they returned on board often ſick at the ſtomach; but otherwiſe, could bear the ſun a whole day without complaint: they ſometimes carried pots in the boat with them, and cooked on ſhore, according to circumſtances.

I have ſuppoſed this mode of victualling for warm countries; but I ſee no reaſon why it may not be adopted at home. I have ſaid that meat, cut from the bone in ſmall pieces, was preſerved with ſome ſugar mixed with the ſalt; but as in freſhening it the ſugar was carried off with the ſalt, I grudged loſing what ſurely was very wholeſome: I therefore ſoon changed my method.

Long before I went firſt to *India*, which was in 1751, the Portugueſe uſed to preſerve fiſh cut in ſmall pieces with ſalt and ſugared tamarind; and I frequently carried to ſea with me (cured by Portugueſe women of *Calcutta*, who make a trade of it) a tolerable proviſion for my own table: they call it peſche molio. I never found the fiſh they thus preſerved a bit too ſalt; it required only to be fried in the tamarind *, &c. which covered it, adding a little butter or *ghee* †. Both ſugar and tamarind are very cheap in *Bengal*; and latterly I took the hint, and preſerved meat with one third part ſalt, and two thirds ſugared tamarind; throwing away the ſtones and ſtrings of the tamarind, and adding a ſmall proportion of cayan pepper (capſicum); and never was obliged to freſhen the ſlices of meat when a good deal of vegetables was ſtewed with it.

* I obſerved the tamarind diſſolved the ſmall bones of the fiſh, and doubt not but that ſome ſtrong vinegar would anſwer the ſame purpoſe, made from certain fruits in England; tamarind might then be diſpenſed with.

† *Ghee* is really butter, but it is melted before it is packed, to make it keep.

If

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If this is tried at home, let not the difficulty of getting tamarind and ſalt be an objection; ſtrong vinegar I apprehend will do.

Here I cannot help remarking how eaſily, even without culture, tamarind, coco-nuts, limes, and oranges, cayan pepper, &c. would grow on the *Bahama Iſlands*. The coco-nut-tree delights in a ſandy ſoil; even bare ſand only will do, without any ſoil, for their production; and ſalt water filtrated through ſand, or rather brackiſh water, ſeems to nouriſh the coco-nut-tree. The nut muſt be gathered ripe, and by all means kept in the huſk. A great manufacture of oil might be made from them, to ſupply the *Weſt-India Iſlands*; and vinegar may be made of its toddy or juice, which iſſues from the ſtalk that bears the fruit, it being cut acroſs, and a pot being tied to it. The nut, when ripe, will keep many months in the huſk. I ſee no reaſon why they might not be uſed at home, if what I am going to ſay is put in practice.

Let the beef killed for the navy be cut in ſlices from the bone, and preſerved with one half ſalt, and one half ſugar, or one third ſalt, one third ſugar, and one third ſtrong vinegar. Let the hogs be ſkinned, and preſerved in the ſame manner; cutting out in both beef and pork the inſide parts of the ſirloins, to be preſerved apart.

The ſkin of the hogs will make a ſtout leather: the bones may certainly be put to ſome uſe; the juices of which, when barrelled up, not coming into contact with the ſalt, inclines the whole to putrefaction; and their room ſaved in ſtowage is above one fourth part.

I ſhall ſuppoſe there is an iron pot for 100 men, in which I propoſe to dreſs them two meals a day; the firſt to be ready at 8 or 9 o'clock in the morning, the ſecond as ſhall be found convenient; and both to be dreſſed in the following manner: Let 50 ounces of butter or oil be put into the heated iron pot; this will immediately boil: to this throw in 200 ounces of pork, and 300 ounces of beef;

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the pork firſt; which muſt be ſtirred about for a few ſeconds before the beef is thrown in: whatever may be ſpared of the pickle is to be thrown in alſo. Let this ſtew for a little while; then, having ſtirred it well, put in the roots, ſour crout, and other vegetables, and cloſe it well up to digeſt. It will be ſoon ready; and if, juſt before it is ready, there be added a quarter of a coco-nut * for each man, or 25 coco-nuts raſped down, and an emulſion made from it for 100 men, and to the whole be added a handful of capſicum, the meſs, to be ſerved out with the ladle, will be both ſavoury and wholeſome. I need not ſay, if flour is added, ſo much the better, or raiſins, prunes, or figs; but eſpecially limes, lemons, or oranges, preſerved with ſalt and ſugar mixed, and the vinegar thrown in that has preſerved ſmall onions, or whatever elſe. See page 40.

I do not apprehend, when there is a good ſtock of roots, fruit, &c. that the curry will be too ſalt; nay, I am perſuaded, pork, having much fat, wants but little ſalt. My having generally uſed half ſalt, half ſugared tamarind, which anſwered very well, makes me uncertain of the effects of half ſalt and half ſugar preciſely.

Fifty biſcuits might be collected from the 100 men, and broke into the curry; for I apprehend, the more is ſtewed with the meat, the more will the ſalt of the meat be extracted from it: and what I have ſaid about the coco-nut is only when it can conveniently be had; when not to be had, there is ſuch choice at home of fruits and roots capable of being preſerved and carried to ſea, that I ſincerely hope our valuable and brave ſailors may hereafter profit from theſe hints, made by a perſon of great experience.

The Malays, amongſt whom I have been a great deal, often put into the wet ground, tied up in a cloth, a kind of bean until it vegetates; this they put into their currys. Why they on ſhore ſhould do ſo, I cannot tell; but, taking the idea from them, I have done much the ſame at ſea, with a kind of pea, called doll or gram in *India*. I ſteeped the peas in water until they ſwelled, and then

* The ſmell of the coco-nut kernel, when rancid, is very offenſive: it then muſt be made into oil, and the fire cures the offenſive ſmell.

put

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put into a box upon a layer of earth; then another layer of earth, and another of the peas; according as the weather was moiſt or dry, they were ſprouted, and fit to be curried or ſtewed: the ſame mode was repeated, and ſucceeded. When they lay long, the lid of the box ſwelled up.

I am confident many boxes or caſks may be filled in this manner with alternate layers of peaſe, beans, or any other proper ſeeds, and mould, and in three or four days give a large quantity of wholeſome vegetable highly antiſcorbutic, and upon as large a ſcale as may be wiſhed: the larger the ſhip, the more is the room and convenience for the operation. The ſame operation may be repeated, with the ſame caſks, or boxes, and the ſame earth, to great advantage: the caſks, headed up, may be put away for the time; but, during rain, ſhould be expoſed to the weather, and then a hot hold will force vegetation quickly. Poſſibly, a vegetable ſo much in infancy, if I may ſo ſpeak, ſtewed with ſuch meat may the rather extract its ſalt. I found pumpkin ſeeds, managed in this manner, anſwer exceedingly well; the ſeed ſplits into two large leaves, which preſently ſwell, and were excellent eat raw with oil and vinegar.

Our fleet was ſo ſickly when Mr. Hughes laſt met Mr. Suffrein, that 1100 men were ſent ſick on ſhore. Mr. Suffrein, when at *Atcheen* in 1782, got, beſides bullocks, plenty of vegetables: the French deal more in ſtews than we do, which ſuit better with warm countries. When ſeamen are ſick, they nauſeate their ordinary food. The above-mentioned ſtores of roots, fruits, vegetables, &c; which are ſo eaſily preſerved, and the expence of which is ſo trifling, afford many ways of gratifying a ſickly weak appetite: and many other modes by profeſſed cooks may be hit upon, to which I do not pretend. I would recommend ſmall onions in preference to any other vegetables: I found the *Bengal* ſmall onion, of which 80 lb. is to be had for a rupee, eaſily preſerved with vinegar. Of onions ſailors are remarkably fond; and they

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afford great nouriſhment *. I have obſerved the beef and pork ſalted in *Bengal*, for both country ſhips and the navy, in the common way ſoon grew rancid, owing, doubtleſs, to the bone not being taken out.

Millions of coco-nuts in *Eaſt-India* are carried from the *Nicobar* and *Carnacobar* Iſlands to *Pegu*, and whole cargoes ſold for 10 or 12 rupees per 100, as has been ſaid in the Introduction to this work. There are alſo cargoes of ſhrimps, beat up into a paſte and dried in the ſun, often carried in boats in bulk up to *Ava*, the capital of *Pegu*: they call it blatchong, or barlychong. Shrimps are found in immenſe quantities at the mouths of the deep muddy rivers on the eaſt coaſt of the *Bay* of *Bengal*, more than on the weſt coaſt, where the rivers are ſandy and ſhallow. The *Pegu* coco-nuts are inferior to thoſe that grow near the ſea; therefore they are fond of thoſe from the iſlands lying off their coaſt.

Seamen ſhould have tea ſerved out to them: tea on ſhore, to hard-working people, is not to compare to malt liquor; but at ſea, where there is no labour that can be called hard, at leaſt in the navy or *Eaſt-India* ſhips, tea, as a cooler or diluter, is wholeſome. Leſs than 4 ounces of tea, value 6 pence, and 4 ounces of ſugar, value 2 pence, will make 16 pints of tea for 16 men, which is 2 farthings per man: ſurely, this ſerved twice a-day is no great matter. For 100 men 14 or 15 gallons, allowing for waſte, ſhould be put into the oppoſite pot to the digeſting pot. They ſhould have it made for them, elſe they will be apt to neglect it: at the ſame time, as many at their command may wiſh to have tea, ſuch ſhould be allowed, ſomehow, to have a little by purchaſe againſt their wages, or otherwiſe. I have always obſerved, when ſailors drink tea, it weans them from the thoughts of drinking ſtrong liquors, and pernicious grog; and with tea they are ſoon contented—not ſo with whatever will intoxicate, be it what it will: this has always

* I have heard a ſtory of a Highlander in Scotland travelling a great way, with the ſupport of a few onions and bread only.

been

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been my remark; I therefore always encouraged it without their knowing why. Coffee has the ſame good effect; alſo cocoa, or chocolate: on any particular exertion ſpirits may be mixed with the tea-water, as the Dutch call it.

Salted tamarind alone will cure fiſh perfectly: the conſumer ſhould be tempted with variety, and ſugared tamarind ſhould be imported duty free; but as ſugared tamarind, mixed with ſpirits, will make good ſhrub, to preſerve the ſugar revenue, it ſhould be mixed with ſalt; as then, although it is fit to cure beef, pork, or peſche molia, it is unfit for ſhrub. If not ſalted in the *Weſt-Indies*, it ſhould be mixed with ſalt on the Cuſtom-houſe quays: ſo ſoot is mixed with ſalt that is deſtined for manure by revenue-officers.

The Dutch are a wiſe people, but ſlow: had they tamarind at their door, they long ago, I ſuſpect, would have exported fiſh to the *Mediterranean*, cured with it and ſalt, with or without ſugar. What a field for the northern fiſheries! fiſh cured with ſalt and a ſtrong acid, and ſmoked.

The Laſcars uſe ſalted tamarind very much; and it is aſtoniſhing to ſee the Dandys (boat-people) in *Bengal* work as they do, who eat vegetables only, with a very little fiſh, and drink water.

Before I conclude I cannot help humbly ſuggeſting, that, in general, I think our ſailors uſe too much animal food, and too little vegetable, of which onions, ſour crout, French beans, and ſmall cucumbers pickled, may be given them at a very ſmall expence: and ſome diminution may be made of the immenſe expence Government is at for fleſh meat.

Grafton-Street, near
Fitzroy Chapel, June 11, 1789.

I did myſelf the honour of communicating the above to Sir Joſeph Banks, who favoured me with the following reply:

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" Sir Joſeph Banks preſents his compliments to Captain Forreſt, " and returns his obſervations on the beſt mode of victualling " ſhips in hot climates, and thanks him for the peruſal of it. He " is of opinion, that ſome of the matters contained in them " are likely to be uſeful to commanders of ſhips; but fears that " the minute detail, in which their utility chiefly conſiſts, will " render the execution of them impracticable on the large ſcale " neceſſary for the victualling of a ſquadron.

" *Soho Square, June* 20, 1789."

The opinion of the Preſident of the Royal Society, who has ſailed round the world, I think ought to have great weight in this buſineſs. A fair trial might at leaſt be given to it, by letting a ſhip's crew be victualled one week this way, and another week the old way: but old prejudices are hard to be eradicated; and without trouble improvement cannot be made in any thing.

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I D E A

OF

MAKING A MAP OF THE WORLD.

IN the account of my voyage to *New Guinea* I forgot to mention that, at my leiſure at *Mindano* during the SW monſoon, I conſtructed upon two thick planks, well pinned together, a map of the world: it was 8½ feet by 4½, allowing a margin, and when finiſhed, by cutting a ſtrong outline to mark both continents and iſlands (taken from a ſmall plain chart), it was hung up in Rajah Moodo's hall, where, unleſs deſtroyed by fire, it is likely long to remain: whilſt paper maps, had I had ſuch to preſent him, would, it is moſt likely, be loſt, tore, or neglected (ſee the print of the *Magindano* marriage).

Since then, I have often ſaid to myſelf, during my ſolitary aquatic travels, Why does nobody turn a level verdant plain of a very few acres into a map of the world? When ſometimes invention is ſtretched to lay out grounds with taſte in the gardens of men of fortune, ſuch a thing ſurely would not either be abſurd or unuſeful. I rather think the contrary; the project could not be attended with great expence, would be pleaſant and healthful to young folks, eſpecially in the execution, and make very young perſons expert in ſimple geography, far beyond what they get from books and maps even at a more advanced age.

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Let a ſpot of level ground, 360 yards in length from eaſt to weſt, and 180 yards in breadth from north to ſouth, be incloſed by a wall (in theſe directions) of a very ſmall height, perhaps one or two feet; let 36 marks be made on the eaſt and weſt walls, and 18 be made on the north and ſouth walls, to fix the degrees of longitude and latitude at 10 degrees, or 600 miles aſunder; let 4 pieces of oak timber be made 30 feet long, and 8 inches ſquare, with holes bored in them at the diſtance of 3 inches, or 5 miles, from one another: thus, 36 inches, or 3 feet, on this piece of timber (which is eaſily tranſported and put under cover, and which I call *ſcale*) are a degree; and the whole ſcale 10 degrees or 600 miles in length *.

Theſe ſcales being placed upon or ſtuck in the ground at any of the large diviſions of 10 degrees made on the walls, and oppoſite to each other, afford an opportunity, by croſs loglines, or packthread, of determining the particular town, city, or headland, that is to be marked on this map, in the ſame manner as upon a ſheet of paper on a table, with a gunter-ſcale and a pair of compaſſes.

The continents and iſlands may be made in turf, the ſea in gravel: the boundary or outline may be a hard terraſs made of mortar, pieces of ſlate fixed in mortar, or the marrow bones of bullocks; which ſome forty years ago I have ſeen beyond Whitechapel uſed as a kind of fence near the turnpike road (this may be remembered by many); or a border of common box may be planted, as is uſual in many gardens.

At particular places on this ocean of gravel poſts may be fixed up, indicating particular circumſtances of monſoons, trade-winds,

* An equator and middle meridian of terraſs made narrow and low, and graduated at each 10 degrees, would facilitate the conſtruction of the map by dividing the whole into four, and admit the loglines to be ſhorter.

and

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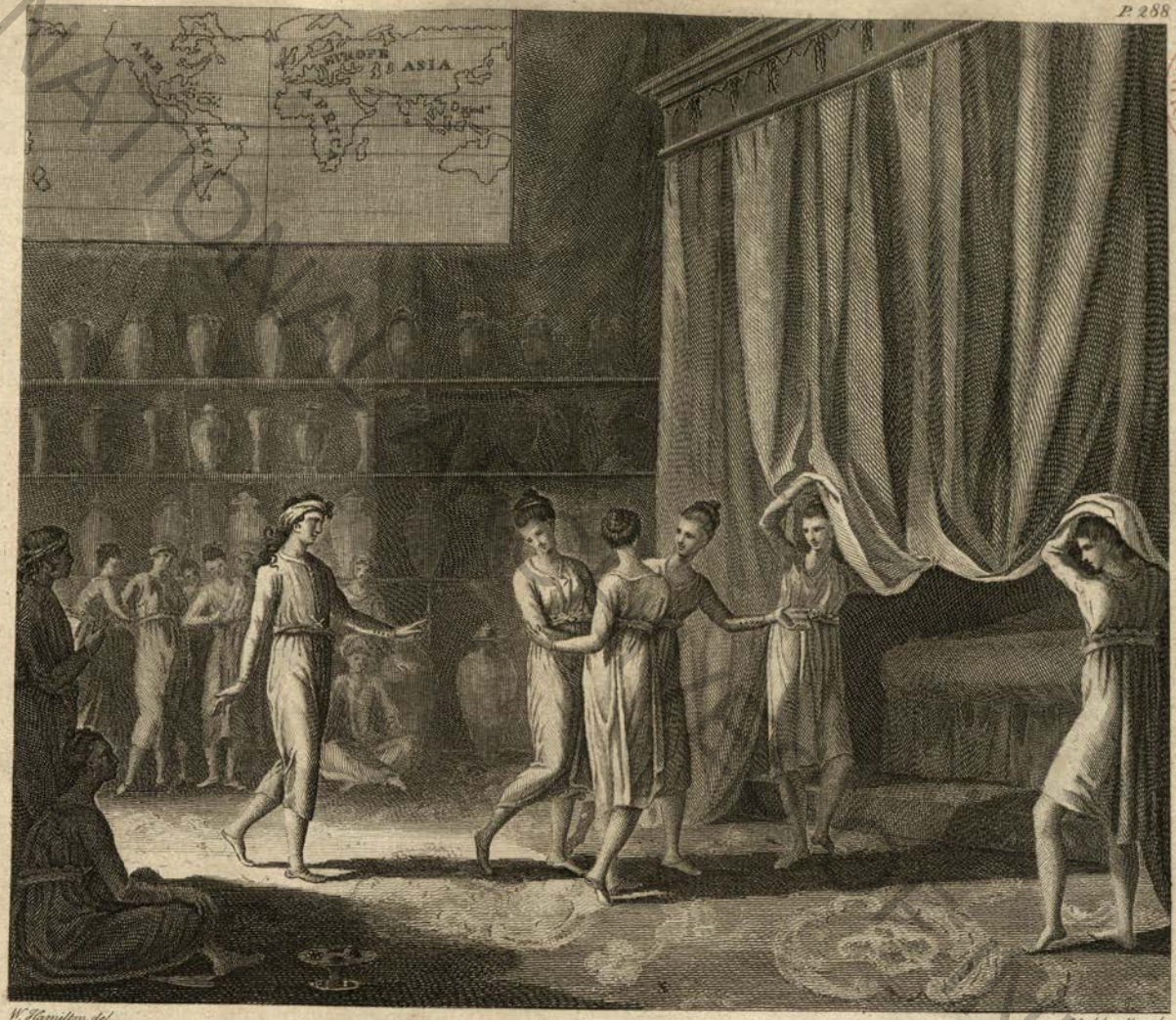

W. Hamilton del.

J. Caldwall sculp.

A MAGINDANO MARRIAGE.

Forrest's Voyage.

Published as the Act directs Jan. 30. 1779. by Capt. T. Forrest.

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and currents, &c. prevailing in particular parts, to amuſe the contemplative owner, who, taking a few turns before breakfaſt on the ſurface of this flat globe, *where Nature's volume is attempted to be widely expoſed to view* (as Thomſon ſays), the powers of his mind expand; and he will, I am perſuaded, be often inclined to ſay,—This is obvious; I ſee this circumſtance in a new light from what I formerly learned from books and maps only. I ſee a paſſage from the Downs to *India* is nothing: the difficulty diſappears, compared with the hardſhips and fatigue of ſailing in narrow ſeas. Here ſeems to live kind eaſe; whilſt in a paſſage from London to Newcaſtle, what with anchoring and weighing every 12 hours, reefing and handing of ſails, heaving the lead, &c. in a diſtance of leſs than 300 miles, and perhaps 7 or 8 times in a ſummer, a young man muſt learn the duty of a ſeaman. Such reflections will naturally occur to the contemplative mind, and many others of the ſame nature. I therefore take upon me to ſay, that the idea of making ſuch a map is worthy of a prince, and within the reach of a private gentleman to put in execution. I think it would very much adorn the villa of the miniſter of a great commercial nation; nay, even the palace of Royalty itſelf.

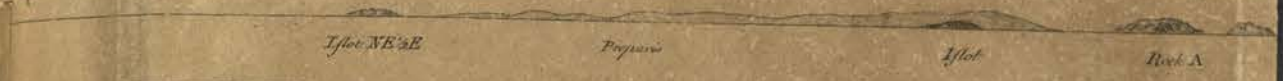
THE END.

NATIONAL ARCHIVES OF INDIA

No 1.

Forty one different Views of Land in Forrest's Strait in the Mergui Archipelago, in the Bay of Bengal.
Drawn and Etched by him on Six Copper plates with a Map of the Same

C



Isflet NE ½ E — Preparis — Isflet — Rock A

B

E ¼ N — Preparis E

A

S ½ W

No 2

E b N ½ N — Red Cliffs — Sullivans Ist.

No 2

S W b W — Clara

S E ½ S ½ M

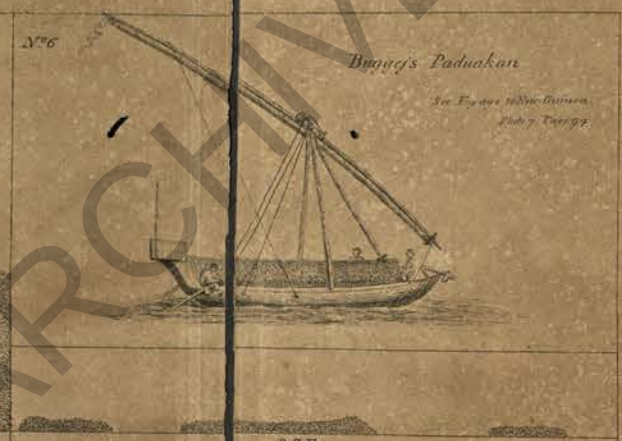
No 1

Fergusons Ist. — S ½ W

No 6

S ¼ W b W — E. Foreland from 16 E M. — W 1°

No 6



Buggess Paduakan

See Page 16 Miscellaneous Plate 7 Year 94

Garden Ist. — S S E — Situation Uncertain

No 4

Rat Ist. — Dolphin Ist.

No 7

E N E — Clara 20°

E

Part of Olive Ist. — W ½ S ½ S

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N°II.

N°9

Dolphin Isd.
S.S.E.½E.

Hat Isd.

Olive Isd. having much Black Slate

N.b.W

N°9

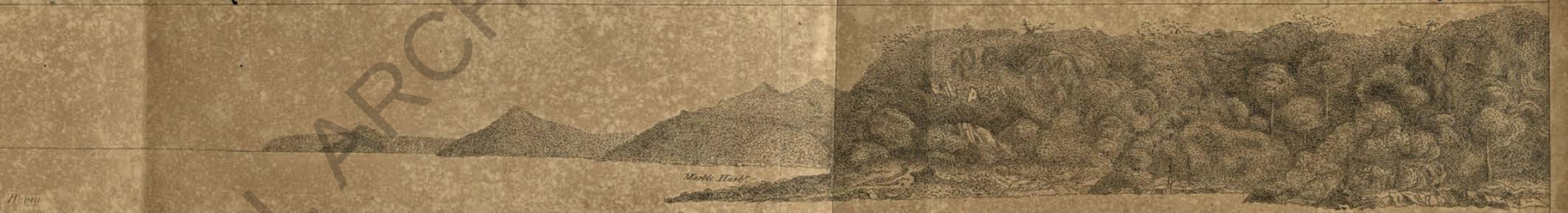
High Isd. N.E.ME.½E.

Forrest's Strait.

Dolphin Isd.
S.S.E.½E.

N°10

Atchien Koley
X Leeps for the Boom



Marble Hard.

Stoney point from 6 F. M.½ Mile

K. Penland Ld.
N.N.W

N°10

High Isd.

S.E.½E.

N°10

S.S.E

NATIONAL ARCHIVES OF INDIA

Drawn & Etched by T.F.

NATIONAL ARCHIVES OF INDIA

Nº III.

№ 17

№ 16.

№ 18.

№ 16.

Conjectural Plan of the 5 Islands.

№ 20.

№ 18.

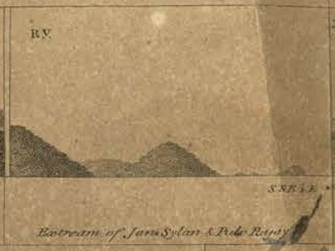
№ 19.

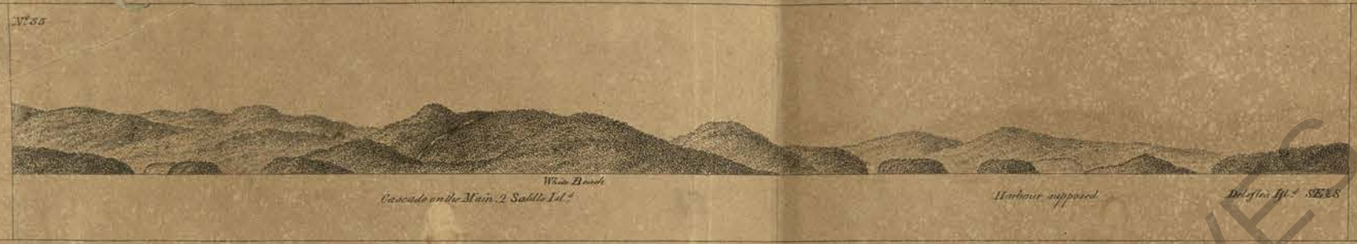
Drawn & Etchd by T.F.

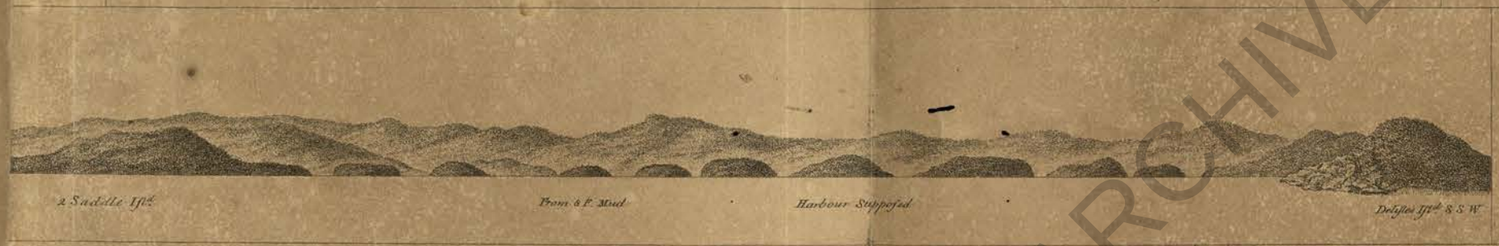
TIONAL ARCHIVES OF INDIA

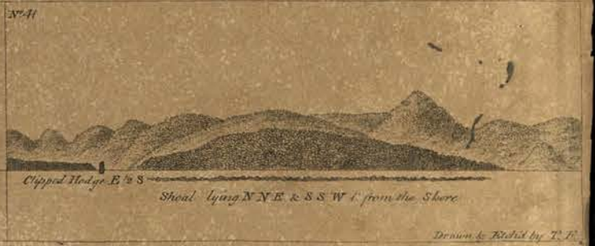
No V.

NATIONAL ARCHIVE OF INDIA









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